

THE EVENING CHRONICLE

Vol. I,

STRATHCONA, ALBERTA, MONDAY, MAY 6TH, 1907.

No 1

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The Canadian Bank of Commerce.

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
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ALEX. LAIRD, General Manager.
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175 Branches Throughout Canada, and in the United States and England.

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No matter how small
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We have practically
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may miss the best
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Guaranteed to be gas and dust proof, made of Boiler Steel, look for Sample in a few weeks and don't forget it is the best Furnace made, and you don't have to hire a mechanic to clean it out or repair fire pot.

We handle the G. F. Stephen & Co.'s

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One hundred thousand acres in the world famed Vermilion district at easy prices and easier terms.

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: STRATHCONA, ALTA.

J. E. GREEN.

The implement agency of James E. Green is one of the best known, not only in Strathcona, but in all that agricultural region, of which Strathcona is the standing centre. Mr. Green for years has been connected with the Massey-Harris agency for that district, his experience is of no later date. Seven years ago Mr. Green came to Strathcona and during that period has been connected with the Massey-Harris Company except for one year. He has seen the Massey-Harris business in Strathcona develop from small beginnings to large proportions, and in that development, Mr. Green has been no small factor. As westerner for twenty years he possesses a thorough knowledge of western conditions. Knowing the ways of the farmers he is able to supply the desirable article at the right price.

Besides Massey-Harris goods Mr. Green is agent for the Delaval and Empire cream separator, Gray and Son's carriages, Chatham farming mills and the Ontario Wind Engine and Pump Company's goods.

Lately a new line has been added in the shape of automobiles. Mr. Green has secured the agency for the Buick and the Oldsmobile. He has already sold one car and has another on the way.

STRATHCONA INVESTMENT CO.

The Strathcona Investment Co. is a corporation that since its organization has given evidence of progressive management. One does not wonder at this, when they become personally acquainted with the proprietor of the business, Mr. John Ferring, a young man of energy, ability and alertness. Mr. Ferring left Calgary last summer to spy out north. He saw opportunities for sound investment in Strathcona, and he determined that he would open business in the city, and undertake to handle Strathcona city and suburban property exclusively. He has made a thorough study of the values of city realty, and is qualified to give a judicious opinion on any particular property.

During recent months this firm has carried through several good deals in business property in Strathcona and also in residential property in the Garneau estate and in other parts of the city.

McLEAN & O'BRIEN.

Messrs. McLean & O'Brien, realty agents, have spacious offices on Whyte avenue west. The firm handles Richmond Park property, a subdivision east of the C. & E. and adjoining the E. Y. & P. railway on the north, also Rosedale, a subdivision south east and they also handle property in some of the best subdivisions in the west. They have also given some attention to business property and have on their list a hotel and several business blocks which they look upon as good investments. Mr. D. M. O'Brien is an old Peterborough boy. Coming west he became filled with enthusiasm for the new city and has kept that enthusiasm and has prospered as a result. Mr. T. E. McLean hails from Campbellford, Ont.

AUSTIN & PALMER

The members of the Strathcona realty firm of Austin and Palmer are the sort who put a town to the front. Their enterprise has equalled their faith in the young city, and to boost their town they have done their part for when business firms open well-appointed offices on the main street of the city they are doing no small part in helping on the advancement of the business centre in which they are located. Such business enterprise, however, comes from having solid faith in the place they have chosen as their home town.

Mr. A. E. Austin, the senior manager of the firm, has seen Strathcona and this section of Alberta when it was not advancing at the rate it is today, yet this experience has given him a thorough knowledge of the place and he is able to speak of its advantages and opportunities with authority.

Mr. E. H. Palmer, who is a more recent arrival in Strathcona, gained a valuable real estate experience in Spokane and other western cities. He, too, has strong faith in Strathcona.

HUTTON'S BOOK STORE

The Pioneer Store of STRATHCONA. Where everything in Stationery wall paper and FANCY SOUVENIR Goods are to be found.
J. D. HUTTON, Proprietor

H. F. SANDEMAN.

One of the oldest established real estate agents in Strathcona is Mr. H. F. Sandeman, who has nineteen years' experience in business in Alberta. He established his real estate business in 1897, and thus had the advantage of knowing the town thoroughly, being well informed on every phase of its past development.

It is not necessary to describe in detail Mr. Sandeman's varied interests in Strathcona, the fact that he is local agent for the C. & E. Townsite Company, gives him a prominence in the real estate business, that all business men might well envy. He also combines with the realty department, an insurance agency, representing the Imperial Life Insurance Company, the London and Lancashire Company, and the Guardian Life Insurance Company. He is also agent for the North of Scotland Mortgage Company and the Dominion Permanent Loan Company. He holds the steamship agency for Allan line, the Dominion line and White Star line. With all these interests it is to be expected that his office is a busy one all hours of the day.

Mr. Sandeman has a large list of farm and town properties for sale, and is able to quote on lots in all parts of the city from \$7,000 to \$10,000. He has some very attractive propositions in outside property as well and good residential lots in Strathcona Place are on his list. The investor will also find a profitable field for investment in the Allendale lots at prices from \$150 to \$400. Allendale comprises the north east quarter of twenty, and lies south of the agricultural grounds it is traversed by the main streets. They have now on the market block 42, a chance for a profitable investment, and offer some profitable warehouse sites in the same block, and also in blocks 9b, 14b, and 25b, which will be served with a spur track. This warehouse property is sold at about \$2,000 per lot, size 32x132. Naturally as townsite agents, this firm is widely known as a thoroughly responsible real estate firm, on whom investors can rely for accurate information, and valuable forecast of the tendencies of the real estate values.

A. DAVIES & CO.

Mr. Arthur Davies, who conducts a realty business in Strathcona under the firm name of A. Davies & Co., Strathcona, can easily claim to be one of the old experienced real estate agents of this young city. For twelve years Mr. Davies has been handling Strathcona realty. Until two years ago he was more or less actively engaged in mercantile business, but still has large interests in a commercial way. This commercial connection gives him balance as a real estate agent, and his clients speak of his judgment in realty matters, as well as in other respects, as being beyond question.

Mr. Davies has won this by giving careful attention to business during the twelve years he has been a citizen of Strathcona. He has also had exceptional opportunities to know the town thoroughly and to estimate what its future will be. He has for several years in the city council and in the year 1905 as mayor, he proved one of the most successful executive officers that Strathcona has had, since he gave his time exclusively to the service of the city.

The firm have nicely fitted up offices on Whyte avenue and there is every mark about these that Mr. Davies alone does business along up-to-date lines. Assisting him in the large business he carries on, are Mr. J. T. Aber, Saunders and Mr. P. W. Hunt, who are well and favorably known in Strathcona.

Wm. Deitz,

Contractor

and

Builder

Estimates cheerfully given.

Strathcona, Alta.

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Just arrived a large consignment of

Wines,
Liquors and
Cigars,

Give us a trial and we will convince you that for Price, Quality and Satisfaction we cannot be beaten.

Liquor Store,

Whyte Avenue.

Phone 63.

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So convincing as a trial at
E. DIXON'S
FURNITURE
STORE

Everything in our Store to make a home cosy. See our assortment of MORRIS CHAIRS, FANCY ROCKERS, COUCHES, AND SETTEES, WEATHERED OAK, AND EARLY ENGLISH MAKE OF ARM CHAIRS, & ROCKERS

In fact everything that goes to make up a home. SEEING IS BELIEVING, The Showing of our Goods is a pleasure. W. C. DACRE, E. DIXON, Man. Prop.

STRATHCONA

THE CITY OF OPPORTUNITY

For the Manufacturer, Wholesaler,
Investor and Farmer

Situated in the midst of the richest mixed farming section of Western Canada and at the gateway to the Mackenzie and Peace river basins.

The University City of the Province.

Abundant fuel, timber, power and water.

Unsurpassed railway facilities.

Unexcelled openings for many lines of manufacture.



1.--Strathcona has three mills with an elevator capacity of 400,000 bushels.

2.--One of the largest sawmills in Western Canada. The cut last year was sixteen million feet.

3.--Two brick-making plants with a combined capacity of fifteen million per year.

4.--An up-to-date foundry and machine shop.

5.--Sash and door factory.

6.--Tannery and leather factory.

NO INFLATION. NO BOOM. NO HOLDUP.

All inquiries cheerfully answered
if addressed to

JAMES WEIR,

Secretary Board of Trade.

The Career of John Walter

(From the Edmonton Free Press)

Henry George died ten years too soon. He should have met John Walter.

In his peerless elucidation of the single tax theory the sage of San Francisco was wont to illustrate the enormous increment by drawing vivid pen pictures of the settler who came into the wilderness single handed and alone, took up land, attracted other settlers, formed the nucleus of a settlement, which grew into a town, a city, and finally a great commercial metropolis; of how the land which the settler took up without even having to ask for it became worth fabulous fortunes, and how, while it might change from hand to hand, it continued ever and always to grow more valuable as progress marched on.

Had Henry George written the life history of John Walter as a tribute to his "Progress and Poverty," he would have had the pen picture which in his mind he strove to portray. But in the minds of his readers would have been left the concrete conviction that while single tax is still a theory Strathcona really is a fact of the living present and a pretty good thing to get into.

west, the wilds of Manitoba, the Saskatchewan, the Mackenzie, Peace and Yukon came through that way. All the furs found their way to the markets of Europe through York Factory. Three hundred tradesmen and mechanics worked winter and summer manufacturing the greater part of the necessities of the great and unknown West. Materials brought from the old country were worked up for the Western traders. Copper, boilers, tinware, axes, sugar kags and many other articles of primitive commerce were turned out for York factory.

The surprise to the student of current events lies in the unerring certainty with which the great pioneer company located its strategic points on the map. The test of time has proved that they were invariably guided by wonderful foresight. Their trading posts have become the commercial capitals of the new lands. Their routes of travel have been followed by the steamship and the iron horse; and now with the accumulated knowledge of half a century's experience the Canadian public is deciding that the Hudson Bay Company was right in this instance as in a hundred others—the Hudson Bay route is the natural outlet for the great Northwest. The day is plain sight when York Factory will again become as the great seaport of the inland empire of Canada.

From York Factory to Lake Winnipeg the party with which Mr. Walter travelled 32 years ago made their way in harness up the York River and by the space of water-course which was then the highway for the traffic of half a continent, unexplored. There were 30 portages on the route between Hudson Bay and Lake Winnipeg, and progress was not at the rate of a lightning express.

Reaching Norway House, at the source of the Nelson, the then metropolis of Lake Winnipeg, they crossed the lake to its little Saskatchewan, ascended this river to Lake Manitoba, sailed north, portaged to Lake Winnipegosis, threaded its maze to the north end, and from there crossed the prairie by the fast mail of the 70—the Red River cart.

Edmonton in those days was a primitive camp indeed. The "big house" was the seat of government, the centre of commerce, the rallying point for all to the west and northwest, just as the Edmonton of to-day has become the commercial metropolis of the same territories. For trading was the business of the day. There were a few gold miners, but they were not welcomed by the great company. A stampede to the Saskatchewan and Peace would have wrecked the fur trade. But it was in 1855 that the golden Cariboo commenced to lure its glory. The diggings of Williams and Lightning Creek pined out and the great gathering of rainbow chasers, the argonauts of the pick and shovel, commenced to drift. The Omniplex and the Canair attracted many of them, and small parties filtered through the passes of the Peace, the Pine, the Smoky, and the Yellowstone to the Saskatchewan and the Red Deer. Miners' Bar, six miles above the city of Edmonton, was the bonanza camp of those days, and many of Edmonton and Strathcona's oldest settlers shovelled gravel for the yellow metal there in it.

Not of these advance agents of the new time were law-abiding enough but there was a sprinkling among them who could not qualify as park anglers and there were several interesting and lively bits between the diggers and the company which were not conducive to the amicable cordial. Once in the summer of '72 when the news of the great strike in the Wildhorse country, waded by the telegraphic sense which accompanies the gold fever, reached the gun boat men of the Saskatchewan, the company looked a losing which it took them a long time to forget. A party of miners whose education had been finished in Montana, California and the beach ranges of Australia, decided to stampede for the Wildhorse and simultaneously with their disappearance there disappeared from the home ranch all the horses, mules and "rolling stock" of the Hudson's Bay Company. Mr. Cuthbert's long-distance telephone was not in working order at that time and from the day they decamped not one word was heard of the party but it is presumed that they made their way through the mountains by the Crow's Nest pass and gained the gold fields of Wildhorse. Their names are lost to history and the incident almost forgotten but they were probably the first "rustlers" in Alberta—save and except the Blackfoot, who were notorious horse thieves in their day.

This was the country to which Mr. Walter migrated in 1870. By his papers of contract he was a full fledged mechanic, and his occupation for five long years was the building of boats for the Saskatchewan trade. His stipend was 40 pounds a year but he never saw a dollar of it. What he did not require of his princely salary was credited to him in the books and old Sir Donald (Donald A. was rarely a financier) took

care of it for him along with the coin of hundreds of other boys employed by the company.

In 1875 John Walter's term of contract expired. He was entitled to pass home to Scotland but waived the right—Alberta looked pretty good even then. The Hudson Bay factor—Captain Barclay was in control at the time—offered to renew the contract but a few brief calculations done in charcoal across two sides and the bottom of one of the York boats he was building convinced Mr. Walter that working for the H. B. C. at 40 pounds a year was not the short line route to wealth and he decided.

York boats, however, were still in demand and the company paid 12 pounds per boat for all Mr. Walter would turn out. An order like that with his present skill would discount Morgan's most profitable trust, but it was hardly a gold mine in those days. Lumber had to be whittled by hand, the knee hand in the woods and hewed out with an axe and the nails were mostly the product of the company forge—at the contractor's expense.

However, it was a wide open industry and Mr. Walter went at it.

Boat building, like every other industry, of course, requires a site. In 1875 there were no track warehouse sites to be had; at least the sites were all where they are but there were no tracks except buffalo tracks. In fact the whole country was a site for anyone who wanted to take it up. Edmonton was like Strathcona (that was to be like Edmonton in this respect. It was all wide open. Taking up land in those days was a matter of building a house and saying "this land is mine." The only point for the settler to avoid was infringement on the H. B. C.

So it happened that John Walter built his home on the point contiguous to the Hudson Bay fort, diagonally across the Saskatchewan.

Time went on and scenes changed. In 1870 came Sanford Fleming and his party to locate the Canadian Pacific. Following the Hudson Bay he chose the Yellowhead and threw his surveyors into the Jasper pass. Mr. Walter made the boats for them on the Athabasca and the McLeod. Then political contingencies intervened and the greatest blunder of Canadian history was committed; the Yellowhead route was abandoned. In pursuance of the same Mr. Walter went back to his original base of operations.

Then one day the surveyors came and "Walter's flat" became officially known as River Lot 6. By contract the title of the claimant was awarded 19 chains wide by one mile deep, being 155 acres in all. The old house by virtue of which Mr. Walter got his deed from the Crown still stands. It was the first house of any description in Strathcona and the city should secure and preserve it as a relic.

In 1878 Mr. Walter went into the transportation business. He started the first ferry between the north and south sides. In 1880 he brought the first wire cable that ever came into this country from Winnipeg, and established the first cable ferry between the Red river and the Rockies. The cable weighed 1450 and it cost 10 cents a pound to bring it across the plains in an ox cart. It is intact, and in working order to-day and the ferry is still in use.

From that time forward settlers commenced to struggle in and the Henry George theory commenced to work—the land came to have a value. In '91 there was the railroad and the transformation scene. All the rest is contemporary history.

"I am not selling any more," says Mr. Walter, "people are buying them from me."

"What do you think the property is worth at the present time?" Mr. Walter was asked.

"Oh, I don't know; maybe a couple of hundred thousand. I have about 30 blocks of 20 lots each."

Here is a romance in reality for sure but this cannot be written to it at the present time. Mr. Walter believes that property will be worth more money and land cost more for sale. Last week he disposed of a block to McGrath, H. & Co. for \$5500. The cable weighs 1450 and it cost 10 cents a pound to bring it across the plains in an ox cart. It is intact, and in working order to-day and the ferry is still in use.

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If you are going to build a house this spring you will require lumber, which we are prepared to supply

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John Walter

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BIGGEST LIST, BEST BARGAINS,

QUICKEST SALES,

Croft & Sons Houses

are prepared to furnish estimates on all classes of

Building and Contracting

Best material and workmanship guaranteed. Write or see us if you wish to build.

Strathcona, Alta.

FOR SALE and to RENT

IN ALL PARTS OF THE CITY.

JOHN WALTER

It sounds like a joke that when John Walter came to Alberta he was under contract to work five years for less than one thousand dollars. Had he started early enough, lived to the age of some of the biblical characters of yore, worked like a Trojan and never spent a cent, he might have saved enough by holding his job to purchase his way out, and half the route which he now owns in Strathcona. This, however, was not the Walter system of finance. Mr. Walter was born in Scotland.

It was in the year 1870 that John Walter sailed from Strathcona, Scotland, in the Hudson Bay barque Pine River, along with 60 others who were fitted for the wilds of the Canadian Northwest to enter the service of the Company of One Hundred Gentlemen.

Looking backward, 1870 appears a long time ago. Canada then had just been federated. Only one railway spanned the North American continent. Buffalo still roamed the prairie. The Canadian highway to the Pacific was a nebulous dream. The Saskatchewan was the only artery of commerce—the trading of the only industry. Of course there was none. Land had no value that could be reckoned in terms of money. The Hudson Bay Company had just sold the entire country for less than the present assessed value of the Hudson Bay reserve in Canada.

As illustrating the primitiveness of those days, it took from July 1st to December 22nd for the party with which Mr. Walter came into the country to travel from Strathcona, Scotland, to the Hudson Bay post at Edmonton. It took eight weeks for the barque Pine River to reach York Factory. The trip across the Atlantic was easy and pleasant, but when they reached the straits it fell a calm, beautiful, sunny weather in day time, cold and frosty at night. Immense floes of ice brought out of the straits by the current and tide blocked progress. New ice formed each night and, carried out by the morning's tide, locked fast about the little ship so that the passengers snowballed and played on the mid-summer ice fields. Once they were nearly grounded on the hostile north coast of Ungava Land. Then after five weeks delay a fair breeze sprang one morning and waded them through the straits intact and smiling. "A modern steamer," Mr. Walter says, "would have made the run through the straits in twenty-four hours. Do I think the Hudson Bay route practicable? Why, for the steamers of the present day it should be less difficult than the St. Lawrence. I fail to understand why the question of the feasibility of the Hudson Bay route should ever have been raised."

York Factory in those days was a busy place. It was the commercial Montreal for the whole Hudson Bay system with its ramifications throughout British North America. Every bale of goods throughout the great North-

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UNIVERSITY CITY OF STRATHCONA

to suit all.

Business Lots at Moderate Prices

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Official Agents for Hudson's Bay Co. Land

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We have a block of 32,000 acres of land in Vermilion Valley--rich black loam soil, practically all prairie, and every section within easy reach of the C.N.R. and G.T.P. main lines, at \$7.50 per acre: 50c. cash and the easiest of payments for balance.

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Business Blocks, Farm & City Property for Sale or Rent.

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DAVISON & CO. SASH AND DOOR FACTORY

All kinds of Woodwork Executed in First Class Manner.

Special attention given to Contractor's Orders.

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Corner Anderson Ave. & Niblock St.

the United States as well as Canada.

Fine schools and colleges are being built for the benefit of the rising generation, for all Canadian fathers and mothers are determined to give their children a better start in the world than they received themselves. The directors of stores, factories, banks and professional and business firms are erecting substantial residences in every city, for they recognize that the developments which are in progress are permanent, and that it is well to step in to supply the needs of the growing population if they neglect to do so themselves.

THE PICKET FENCE. I have tried to ascertain the drawbacks as well as the advantages of the situation. I have spent time and labor in hunting up pessimists and critics. The honestly disgruntled settler is rare, but nowhere else so full of hopeful anticipation, but I have found examples of the species. Fresh speculation in land values and mining has brought numerous individuals to grief. For the pioneer, the life is rough and much hard work has to be faced. Frosts and drought did much damage, especially in the north and west of the new areas, in the early years of settlement, and will recur undoubtedly, in the future. I do not believe that the anticipations will be realized of the numerous local optimists who endeavor to convince the visitor that the fencing of the prairie under the plough has put an end to those natural visitations, though I must admit that a long spell of comparative immunity has occurred. It is more to the point of notice that means have been found for meeting such draughts successfully. The winters in the far west of Alberta are uniformly milder than in more Eastern Manitoba. Even in Manitoba it has been found possible to avoid damage from the dreaded August frost by using particular varieties of wheat, which further decreases the risk, and adopting a system of very early spring sowing. An Alberta autumn evening is now everywhere adopted as a management conducive to still further fencing. It is conceivable that frosts, too early or too severe to be combated completely by these means, may occur in the future, but their opportunity for doing damage is so much reduced that the farmer can await them with comparative equanimity. The risk is greatest in Manitoba, where large farms growing nothing but wheat are usual. It is much less in Alberta, where small

homesteads and mixed cultivation is the rule.

Damage from drought will no doubt recur at intervals, but the loss to be feared is less than has often been supposed. Investigation shows that in the last series of dry years, only those farmers suffered anything like entire destruction of their crops who had neglected cultivation. The property tilted holdings the damage rarely rose to more than fifty per cent., an amount which though serious should not be enough to prevent the farmer from holding on until better times return.

Evidence that impresses a confidence in the future upon the traveler, as no statement can do, is to be found at every railway station, where are broad streets lined with plate-glass windows of prosperous business concerns, rows of substantially built residential houses and occasional churches and schools, all in the midst of plains of splendid wheat and flourishing stock farms.

The settlers lead rough and solitary lives. They have had to build their own houses, to erect fences, and to plough and sow often without assistance of any kind. Many of them have started without any capital whatever. The banks in Canada are not allowed by law to lend money upon real estate, so loans have been difficult to procure, yet prosperity is almost universal. The standard of cultivation is rising steadily. Even the poorest has plenty of food. Hastily erected "shacks" are giving place to substantial farmhouses and well-built stables and barns. The cattle and the horses are amongst the finest in the world. The crops are a spectacle that can never be forgotten by him who has once wandered unalike their ripening platitude.

Opinions are varied as to how far north civilization will ultimately extend. I have met enthusiasts from the Slave Lakes who declare that it will advance up to the Arctic zone. It is certain only that the limits have not yet been reached. Already railways projectors are surveying lines to tap the rich region which extends from Edmonton northwards to the Peace and Athabasca rivers. Settlers have gone on in advance of the rails. Elevators and flour mills have been built and are in operation north of the present most northern railway.

Vast lumbering and farming regions of rich but as yet unexplored possibilities are about to be brought within reach by the Grand Trunk Railway, which is pushing

westwards to reach the Pacific coast over the low passes in the Rocky Mountains to the west of Edmonton.

but the main wealth of this wonderful country must always centre in the farming lands that have already been made accessible between the Canadian Pacific trunk line and Edmonton and Prince Albert. Here two million bushels of wheat and other grains have been raised this year, a total which will be multiplied a number of times over in the next few seasons. Coal and natural gas exist in considerable quantity at accessible depths below the surface, and are being worked at a number of centres. Wood is scarce upon the west, but is being imported in enormous quantities by rail from practically inexhaustible forests in British Columbia.

There is room in this country and ample means of sustenance for a population of at least twenty millions. The advent of such a population is a question only of time, and, at the present rate of progress, of only a comparatively short time. The west has developed slowly forward with continual acceleration.

Men who have once breathed the clear, stimulating air of the north-western prairies find that of most other places of resort. It is impossible to travel through the country without being struck by the number of those who find their way to Alberta to seek health, and who have remained there, after recovering it, to make their fortunes. Nowhere else have I seen such ruddy healthfulness, such general prosperity amongst Anglo-Saxon men and women, combined with such splendid prospects for their children.

A great people is in the making in Western Canada. No able-bodied, wholesome-minded white man or woman who goes out there need fear want or lack a welcome.

A Canadian said to me in Alberta, "If Europe realized what is going on here, all the ships afloat could not carry those who would be wanting passage across the Atlantic." I am inclined to believe that he was not altogether wrong.

Go to the

McCOMB'S HARDWARE COMPANY

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The McComb's Hardware Co.

S. H. SOMERSALL, Manager.

Strathcona

The city of Strathcona which is practically in the centre of Alberta, is situated on the south bank of the North branch of the Saskatchewan river. The site of the city is a high level plane overlooking the gorge-like valley of the majestic stream which winds rapidly along its strenuous course 200 feet below.

The Province of Alberta of which Strathcona is the prosperous university city was originally a part of Rupert's land granted by His Majesty King Charles II to The Governor and Company of Governor Adventurers of England trading into Hudson Bay.

preservation was the first bar of nature, and loyalty on the part of servants was a company's greatest asset. This was why McDonald had been sent among the tribes and his long service with the Company fully proved his fidelity.

The Crow Indians occupied the North side of the battle and the Saskatchewan while the Blackfoot held sway on the south side and the stream derived its name from the deadly fumes in which the respective tribes from time immemorial had engaged. The tribes of the necessities of life in the early days of Strathcona's history are interesting. Tea cost \$2.50 a pound, flour 50

cents of April 1882 and is as follows.

"We have given you many sketches of places and objects we have seen which we deemed would interest you now we give you one we have not seen and which the majority of us may never see. It is however, of importance to us all to know as much as possible about our Dominion. The sketch was made by a draughtsman of the Hudson Bay Company and one of our subscribers who has occasionally sent us a few lines that have been of interest we trust, to you.

"Mr. Henderson left Ontario about 10 years ago to try his fortune in British Columbia but the attractions of our North West Territory have been such that he resolved to give it a trial as the damp weather and not too fertile soil of British Columbia did not exactly suit him, so he packed his goods and his family on horses and started for Fort Edmonton, in the North West. This was no small undertaking, to move a wife and family a distance of 1,200 miles across the Rocky mountains and through an extremely wild and unsettled country—people by nomadic Indians, but he successfully accomplished the undertaking and arrived in Edmonton safely, and appeared to be satisfied with the change. We have had an engraving made from the sketch.

The Yellowhead Pass is one of many passes dividing the Rocky Mountains. In the sketch are shown the river, the mountains, the snow-capped summits from which are reflected the bright rays of the sun, their rocky, rifted sides covered in many places with green lichen—all combine to make a magnificent scene. Through the pass come the warm winds of the Pacific, which render the Bow River district such a favored locality.

The imagination helps us to complete the picture and to realize the desire of thought a volume might be written, one of interest and that might be instructive, from the sketch we deduce the fact that our great Northwest is being filled up by immigrants from the east as well as from the west.

It was on the 20th of October that Mr. Henderson arrived at Fort Edmonton, at that time a large town of wheat, from twenty to fifty acres, could be seen standing upright, but covered with snow. The climate is not always favorable, as frost occurs early in the fall and sometimes even in the month of August, and as above stated with more falls in October. The wheat in the immediate vicinity or district, is of a low grade, compared with the wheat of a poor quality, to the use of which it requires some time to become accustomed. Very little fall plowing is done and late sowing is frequent. Snow falls while harvesting operations are being carried on. One of the difficulties is the lack of the idea that it is not a favorable locality for farming, yet, while there are difficulties, as above stated, the farmers there are doing comparatively well. Prices at the time our subscriber wrote were ruling as follows—Wheat, \$10 per 100 bushels, 81 a bushel; wheat, \$2.25 a bushel and potatoes, \$1 a bushel. One great advantage is that wood is plentiful, so that there is no difficulty in obtaining a sufficient supply for fuel and firewood. This is a most important consideration, and one that outweighs at all times many disadvantages.

Reading the above article written exactly twenty-five years ago, the present day people of Strathcona may have some idea of the change which a quarter of a century has wrought. The writer of the above was the well known publisher of the Farmer's Advocate, William Welf of London, Ontario, and the subscriber is a respected citizen and familiar figure on the streets of the city. The Chronicle has much pleasure in stating also that his wife and family survived the strenuous trip through the raw and ice-cold residents in or near Strathcona.

Of another early settler whose differentiation from his neighbors is to be found in the fact that he was clothed with governmental authority, we quote the character sketch of one "Mr. Leslie, a big himself an old time," is recognized as one of Canada's most gifted writers—Charles Lewis Shaw.

"Perhaps it may turn out a sang. Perhaps turn out a sermon."—Burns.

Looking back through the mist of years the figures that stand out on the horizon of early manhood loom up large, larger possibly than if submitted to the perspective and comparison of more mature years. The retrospective has its advantages. The scrub of human pettiness only

casts a faint shadow, the harsh outline of a character are softened by distance and the mountains in the range of memory stand out clear and distinct, snow-covered it may be, but bethel in the haze and warmth of the sunning of kindly recollection.

Whether it is that the strong and virile press forward in the van guard of civilization or that primitive conditions develop individualism and strength of character need not be discussed. In the tide of commercialism in the Canadian West, in the flood of leveling democracy and responsibility are oftentimes swept aside or submerged in the froth and spray of the torrent of advancement.

the first civil representative of law and order under the Dominion Government, was waited upon by a delegation from outlying settlements to inform him as a new-comer a leader-foot, as to the manner in which the people desired him to conduct his office.

Various and original were the suggestions and instructions given by the delegates and received by Mr. Anderson standing in the quadrangle formed by the buildings of the Hudson Bay Fort. More and more aggressive did the various speakers become, desirous by the full attention which was paid by the officer addressed, until one of the delegation with an insolent glare in his voice remarked:

"And see here if this is not done, we'll throw you out of the country, and do business with the Government at Ottawa direct and as we think best."

The Crown timber agent arose quickly to an athletic height of six feet two, reached his head toward his pocket, closed his official note book, buttoned his coat deliberately and stood before the delegation with the sublimed of virile, middle-aged manhood, the whilom champion of the St. Lawrence River.

"Now, gentlemen," said he quietly, "the fighting instincts of the Englishman of the North Country shown in his flashing eyes and nervous fingers." "The discussion has become personal as well as official. I will receive this delegation one by one or in twos and settle the personal side of the question without any further parley."

"Now stand up, if ye be men," he called in a clear tones that echoed through the old square that had never heard any other command for a century than that given by a Hudson Bay factor.

The men of the early west were not of the kind that hesitated at such an invitation but in half an hour Canadian authority was established for ever on the North Saskatchewan and Mr. Anderson with his knuckles was inscribing his name to his Government at Ottawa and the representatives of the disaffected saw for the first time through blackened eyes the majesty of Canadian authority.

To the student of human nature the traces of racial characteristics the figures of many men of the early days were silhouetted in the loneliness of the great lone land to a degree that conjured up thoughts of bridged centuries of time and included the history of the world.

In the narrow eyes, in the quiet orientation of manner of French and Stoney could be seen the restrained ferocity of the Tartar race that had opposed the dominance of Russia's brilliant Czar, Peter, the Great.

Bill Cusie, the prosperous farmer of Big Lake, could not have been very distinguished from the tenant farmer of the south west of Ireland, whose Celtic ancestors had occupied the soil of the country even if Mr. Cusie's tongue was tinged with the vernacular of the mining camp of British Columbia.

It was not difficult to trace in the deep, unobtrusive and oftentimes grim kindliness, the shrewd business methods and the little economies of John Ross's characteristics that have made the lowland Scotchman a potent force in the world's commerce and the best of neighbors.

It was like a breeze sweeping over the plains of France, to hear George Gagnon, for a French man or his Canadian descendant never grows old, say to a young, hardy, muscular cowboy as he tossed his iron-grey head and stroked with Gaelic insouciance his grizzled mustache one night at a social gathering while watching a group from the Belmont settlement talking with Saxon stolidity their pleasure in a great Parisian artist of those of British race said "Let us go into the

dancing room. This is no place for us young fellows."

And the group referred to were little older than the light-hearted French Canadian's own children.

Few of us even in those days of social communion ever really understood the complex character of the half-breed. The high and staid of his variable nature were not clearly enough defined to admit of clear comprehension and certainly not of definition to anyone accustomed only to the clearest racial distinctions of civilized peoples, for the point of view of the half-breed was to be sometimes felt but never described.

Once only it was given to me and then by the master hand of one of the race through the magic music of the violin, for few men I have heard could play the violin as could Lavoie Gagneau, the finest of the French Half-breed it has ever been my fortune to meet.

The long summer day of the Saskatchewan and closed as it is in the coolness of the evening looking out over the river, when, high above the feeble flickering lights of the little settlement on the northern bank, above the bright glimmering stars of the universe, and the words of the intellectual man at my side were in harmony with the scene. He talked ethically of the rights of man, the duties of government, personal freedom, etc., and the deseculatory conversation gradually drifted from wonderings at the purpose of creation, the law of the powerful, the injuries of the weak, and the ab-

stract theories as to man's relations with the Infinite, until as the shadows deepened, the soft, low voice of Larry Gagneau spoke directly of the rights and wrongs of his people.

Unconsciously I must have assumed the mental attitude that a legal training and the teachings of my race would once beget. With keen intuition my companion understood.

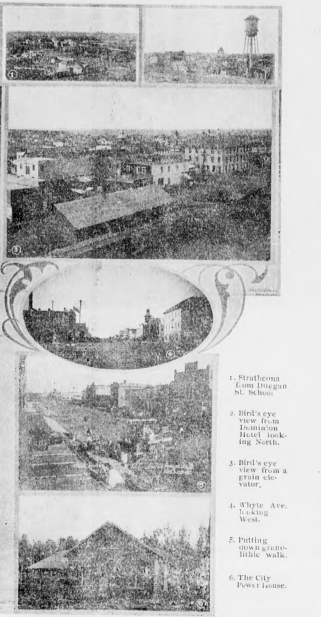
"Gently and feelingly human qualities as necessary in the judgment of worldly things as they are in religion, should be brought to bear on the question of half-breed rights and wrongs," said he quietly, reaching for his violin. "Let me tell you the story of the half-breed."

And with the stars glimmering down upon us, with no sound to break the quietness of the night but the soft swishing flow of the mighty Saskatchewan, the notes of the violin, now vibrating with the swirl of the buffalo hunt and the most merri-

ment of the dance, then softening to some old French love song brought over seas and prairies from Brittany now murmuring the quaint, sweet ballads of childhood, then breaking into the fierce chants of war and revenge at last led away in the wailing sadness of a requiem that told of a dying race.

Only the other day I heard a great military band of world-wide repute tell the awful story of Bonaparte's most disastrous campaign, with bare of trumpet, the shriek of shells and the groans of the wounded, and some at least learned something of the horrors of war. From the throbbing notes of the singing, adding violin pressed, under the strong chin of Larry Gagneau, from his deep chested words of rapid explanations uttered now and then, and the light mental, from his softened or flashing eyes and the mobile features of his expressive face in the clear northern starlight, I learned the tragic story of the Half-breed.

A Forty Foot Seam



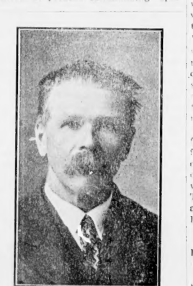
1. Strathcona from the Hudson Bay Company's N. S. School.
2. Bird's-eye view from the Hudson Bay Fort looking North.
3. Bird's-eye view from a grain elevator.
4. White Ave. West.
5. Putting coffee, sugar, little walk.
6. The City Point House.

This company is better known to the world as the "Hudson Bay Company" and its achievements are set large on the pages of the history of the Western World. The vast territories of the Company were in 1879 surrendered to Her Majesty Queen Victoria, thus terminating after 200 years the paternal control over the savages of a company that commanded their fear, their love and their obedience.

In 1855 the British Government sent an expedition party, the forerunner of the parties of to-day, out to report on the land between the Great Lakes and the Mountains. The descendants of those hardy, highland men who had settled in the Selkirk district had made an application to be made a Crown Colony released from the sovereignty of the Hudsons Bay Company. Thirty-five men formed the party and among them was one who is today a well known resident of this city in the person of Joseph McDonald who after the expedition had concluded his work and the principals returned to England, accepted employment with the Hudsons Bay Company and settled within what are known as the confines of the city of Strathcona and has lived here continuously since 1861. In passing it may be stated that the report of the expedition party indicated a member of the British House of Commons to remark that the land was fit only to be the habitation of buffaloes and grizzly bears. At that time and for some years subsequently, McDonald, the older, had volunteered to live for three years among the savages that he might learn the dialect and qualify as an interpreter. Those were the days of the often deadly rivalry between the Northwest Company, the Hudson Bay Company and the Z. Y. X. Bribery of a rival's trusted employees was often resorted to, and then as now self

competition, sugar, flour, and other things in proportion. The supplies were brought from Winnipeg by freighters to Edmonton, which was and had been for many years an important Hudsons Bay Post. The traders were accustomed to make one trip annually leaving Fort Garry after the break up in the spring and reaching Edmonton during the summer, make the return trip before the winter set in again. Many of the names in the neighborhood were given in honor of early settlers. Clover was called after a man named Clover who occupied his time in washing and out of the gate in the river bed. Livingston's Slough was called after Sam Livingston a Forty miner, who pursued the same calling.

Among the early arrivals in the district was Thomas Henderson, who went to British Columbia in 1872 and becoming disaffected packed up his household goods and with his wife and children mounted on horse, set out for Fort Edmonton. A brief account of the journey by way of the Yellowhead Pass, a location at present commanding space



Thomas Henderson

at attention as the choice of Transcontinental routes to the Pacific is given in the Farmer's Ad-

City Water Tower

In the beginning of things, in the establishment of a recognized government, in the evolution from the paternalism of the Hudson Bay Company, personality was a striking factor in the life of Edmonton and conspicuous among the dominant figures of the new order was Mr. Thomas Anderson, Crown Timber agent, the leading officer of the Canadian Government in the beginning on the North Saskatchewan.

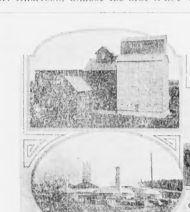
Those who know him now and recognize the forthrightness of his temperance, his stubborn Saxon tenacity of purpose, the unobtrusive, unwavering sense of duty, the tireless energy that even yet in the fulness of years distinguishes the strong, virile and athletic gentleman whose strenuous personality is yet an influence in Northern Alberta. He can to some extent understand the effect of such an official presence in a district which had not yet found itself under the new order.

A striking personality, indeed "Timber Tom! Eh O! Timber Tom. He strike at the drop of the hat" said a representative half-breed from St. Albert one day, "I only tell him that the Government was one big bar about my timber due and he bowed sorrowfully from under the black-lashed swellings surrounding the optical optics."

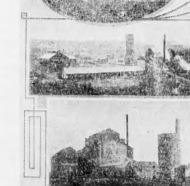
We of the early west did not readily grasp the new conditions.

The French half-breed rebelled on two occasions against them there was frequently too much shilly-shallying in the teaching. Timber Tom, the Crown timber agent at Edmonton in the nick-naming habit of the west was not disrespectfully known, taught the lesson of the inviolability of constitutional authority under the British flag on the North Saskatchewan without any hesitancy.

It was in the very early days and Mr. Anderson, almost the first if not



Rickie's Flour Mill.



1. Grain Elevators and C. P. R. Buildings.
2. Anderson's Brick Yard.
3. Patterson's Brick Yard.
4. Bruckman-Kier Outcast Mill.

TO EXTRACT GOLD FROM BED OF SASKATCHEWAN.

American Capitalists will this Spring put a Big Plant in Operation on the River Between Strathcona and Edmonton---From Experiments Last Fall the Scheme Appears an Assured Success---President of the Company Tells of the New Dredge---Estimated that Daily Net Profit From Operations is \$775.

To extract gold from the gravel of the Saskatchewan river is the business of a company of prominent Chicago capitalists during the coming summer.

In past years several attempts of this nature have been made at different points along the river but none have proved sufficiently successful to warrant a continuance of operations, the difficulty being that the bucket type of dredges employed in former successful operations were not adapted to the conditions that exist in this and other Canadian rivers---briefly, swift currents, shallow and gravelly deposits containing gold in a very fine state and consequently difficult to save, with the crude devices employed.

Despite these failures in the past, the new company, backed by men of prominence in the financial work have undertaken a similar task and are assured of success. To them, dredging for gold is not a speculative industry, but, where the territory is sufficiently rich in the precious mineral deposit, a paying certainty.

To their aid they will not bring antiquated or inefficient machinery, but instead will make large expenditures to secure the best possible facilities for the work.

Horace J. Clark, the president and general manager of the Clark Dredging Co., of Chicago, who is the guest of Manager Marriott, of the Bank of Montreal and President of the Strathcona Board of Trade, gives some interesting details of the operations which are to take place this summer and which, he says, will attract the presence of a large number of leading American magnates who are interested financially in the proposed operations.

The conditions of gold dredging on the Saskatchewan River were also found to be very favorable. The climate is such as to make it possible to dredge from seven to eight months yearly; the ground is easy of access; the gravel contains no large stones or boulders to curtail the dredge's capacity, there is an abundance of fuel and cheap labor can be had at a reasonable rate, all of which points are particularly favorable in attaining the greatest results.

Mr. Clark, continuing, stated that the syndicate had obtained from the Canadian government a commission of ten miles up and five miles down the river bed with its gold bearing gravel bars, and more may be secured if required.

The dredge, which is one of great capacity is being erected at the mouth of White Mud Creek, where the company has estimated that it will cost of \$60,000, and is being shipped to Strathcona in sections. The dredge will be in full operation by June 15th, and will produce at a cost of \$400,000, and is being shipped to Strathcona in sections. The dredge will be in full operation by June 15th, and will produce at a cost of \$400,000, and is being shipped to Strathcona in sections. The dredge will be in full operation by June 15th, and will produce at a cost of \$400,000, and is being shipped to Strathcona in sections.

The dredge is a revolving screen 38 inches in diameter, where the coarse material is sifted out. The finer parts are caught in boxes and treated in order to extract the minerals while the coarse is thrown clear by a "winged basket," which can be adjusted to throw the refuse in any required direction, instead of dumping it, as in older machines, at the rear end of the dredge.

One edge of the dredge is held by a pivot point on spools weighing 2,500 pounds each, which are sunk in the river bed, and the other end is swung as required from this point. The whole lower structure of the hull, which is entirely of steel, is supported, as a bridge, by steel girders, ten feet high.

All the parts of the dredge coming in contact with gravel or water are lined with manganese steel, to give special durability.

For attacking banks there are in addition 2 25-horse hydraulic pumps with 110 pounds pressure to the square inch, and throwing 1,000 gallons of water a minute with a 1 1/2 inch nozzle. These are connected to a powerful hydraulic cylinder, operates the digging scoops and also by hydraulic rams to raise the water level when occasion requires.

Mr. Clark says, when the dredge is ready for operation he will be glad to allow the public to inspect its working. He is particularly impressed with the way Strathcona business men have treated him, and with conditions suitable it is not impossible that some near at hand may witness a plant in the southern city for the manufacture of these dredges for use on the river beds of the Northwest.

Recently a representative of an English concern that holds a large concession in the river from the Dominion government, had a conference with Mr. Clark looking to an arrangement whereby the backers may secure one of the Clark dredges and operate it on the river. He left for Chicago to interview other members of the company and has since returned to England, after having expressed himself as being favorably impressed with the possibilities of the project. It is very probable therefore in the near future another dredge and possibly several more will be operating in or near Strathcona. As evidencing the richness of the gravel disposition in the river, Mr. Clark a few weeks ago shoveled out of the snow from a bar in the river and in a handful of the gravel scooped up saw twenty colors. He asserts that this is as great an indication as he has hitherto seen in a miner's panful in other rivers and means that the Saskatchewan will likely produce 60 cent gold as compared with 10 cent in many United States streams.

If the success hoped for follows the enterprise in all probability arrangements will be made for the manufacture of many parts of the machinery here, and the establishment in consequence of a large industry in Strathcona.

The Outlook.

Thirty years ago Canada was among the comparatively insignificant countries of the earth. The transcontinental railway, the building of which had been guaranteed by British Columbia as a condition of her entering the Canadian confederation, was regarded as an almost impossible task for so small and struggling a people; depression laid a paralyzing hand upon trade and industry; incertainties born of doubt and uncertainty permeated public and private life; politically and socially the outlook for the people was dreary. The world, however, was itself faltering at the cheerless prospect. Then the United States, exercising its wonderful recuperative power, rose clear of the ruins of the rebellion and began that unexampled march to prosperity which has astonished the world, and now the zenith was near and the decline not far removed.

If Canada turned a wistful eye in that direction, her condition at that time was a sufficient excuse for what man, facing his with plenty near at hand and in full view, would try not years to share in the profusion which but a step would bring within

his reach? A political catastrophe had just laid the country in ruins, and bereft it of the belief that it was ever destined to recover and resume again its patient march towards national manhood. Disruption and the contention of discordant and conflicting elements at home intensified the gloom of the prosperity and peace, which were apparently the happy portion of the free people to the south, and it was natural that we should turn to them as a relief from the disasters at home. It was then that we sought at Washington such trade concessions as would enable us to share in that good fortune.

It was the destiny of this country to have that appeal for closer commercial relations and so we were thrown upon our own resources. In their trouble the people turned to the one truly great Canadian who called him again to the leadership, from which fortuitous circumstances had deposed and, for a time, exiled him. He had his faults, for what man is free from them? but his despair of his country or depreciation of its people could not be charged against him. The political conditions he evolved has borne fruit. It was not a local policy, but one which reached beyond his country and was fit to rank in importance with Imperial measures meant to bring the whole empire into communion. It put a new spirit into the people, rendering them self-reliant, confident, enterprising and hopeful. Hitherto the range of their operations had been confined; their visions restricted to a narrow field; but they had seen that their main dependence was upon the States, and without the favor of the Americans they could not exist as a separate people. They were to live to learn the fallacy of such reasoning.

Today Canada is among the most important countries in the world. The Canadian Pacific railway, conceived in trouble and carried out in the face of innumerable difficulties, is now the greatest railway system in operation anywhere, a national possession which would distinguish any State in Canada that sought to leave Canadian trade has sought other channels.

These are the country has been opened up by leaps and bounds. The opening up of the vast wheat fields of the west followed by vigorous and sustained immigration policy on the part of the government has turned the eyes of the world towards the Dominion and transformed the despised colony of thirty years ago into the Mecca towards which is tending in large measure the desirable emigration of Europe and the investment seeking citizen of the great republic to the south of us.

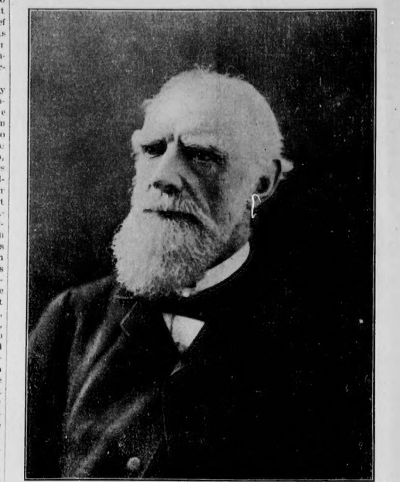
These facts bear out admirably the graceful compliment and truthful prophecy uttered several years ago by William H. Brewster, Secretary of State in President Lincoln's Cabinet: "Hitherto in common with most of my countrymen, I suppose, I have thought Canada, so to speak, more accurately British America, a more strip lying north of the United States, easily detached from the parent state, but incapable of sustaining itself, and therefore ultimately, may right soon, to be taken over by the Federal Union without material changing or affecting its own development. I have dropped this opinion as a national concept. I see in British America stretching as it does, across the continent from the Atlantic to the Pacific and occupying a belt of the temperate zone, a region grand enough to be the seat of a great empire--in its wheat fields in the West, its invaluable fisheries and its mineral wealth, I find its inhabitants vigorous, hardy, energetic and protected by British Constitutional liberty. Southern political stars must set though many times over increasing in splendor."

The material prosperity of Canada is assured, but as was said by the late principal of Quebec: "There are matters of unspeakably greater importance to a people than the volume of its imports or anything that can be tabulated in the most roscaceous and most carefully prepared statistics."

Not by these things does a country live. A country lives and lives in history by what its people are. Very little thought did the men who made Canada give to tariff purposes. They were men who lived simple lives and whose hearts were not so fastidious as to care for the finer things of life. Everything we have we owe to them, and the more firmly we stand on their foundations, the more we get back to their simple manners, robust faith and sincere patriotism, the better for us. We are living in a critical period. We need strong and true men. These will be given us if we are worthy of them. Let us take our stand on what is right, without any fear of consequences. All sorts of loggys will be used to frighten us, all sorts of temptations to allure us from the path of honor. Against all these stand fast. Remember how the spirit of our fathers shone out again and again like a pillar of fire when the night was darkest. Oh yes, we come of good stock. Men emigrated to this country who knew how to endure. They hoped to found in the forests a

state in which there would be justice to all, free scope to all, and freedom for labor, a new home for freedom. Freedom from grinding poverty; freedom from the galling chain of debt; freedom from mutual confidence and righteousness between man and man flowing from trust in God. They knew that there was no other sure

These men yearned and prayed to all, free scope to all, and freedom for labor, a new home for freedom. Freedom from grinding poverty; freedom from the galling chain of debt; freedom from mutual confidence and righteousness between man and man flowing from trust in God. They knew that there was no other sure



Lord Strathcona.

Donald Alexander Smith, Lord Strathcona and Mount Royal. Born at Arichton, Morayshire, Scotland, in 1838, he spent 13 years on the Labrador Coast, and was then stationed in the North West, where he rose to be a chief factor, and later resident Governor and chief Commissioner of the company in Canada. Appointed special Commissioner by Her Majesty's Government to inquire into the first Riel insurrection. He was elected to the Manitoba Legislature on the organization of the province and afterwards to the

House of Commons and was a member of the North West Territorial Council. He was appointed Canadian High Commissioner to England in 1896 to succeed Sir Charles Tupper. He had been actively connected with many industrial and commercial undertakings, but his name is particularly associated with the development of the Canadian Pacific Railway. In 1880 he was knighted by Queen Victoria and in 1890 raised to the peerage as Baron Strathcona and Mount Royal. In 1896 he ended the Royal Victoria College at Montreal, for the higher education of women.



Some Strathcona Residences

BRITONS BEYOND THE SEAS

Harold Begbie.

God made our bodies of all the dust that is scattered about the world. That we might wander in search of home wherever the seas are hurled. But our hearts have made of English dust, and mixed it with none beside.

That we might love with an endless love the land where our kinsmen abide.

And 'tho' we weave on a hundred shores, and spin on a thousand shores.

And 'tho' we are true with all the winds and gypsy with all the seas

We are touched to tears, as the heart is touched by the sound of an ancient tune.

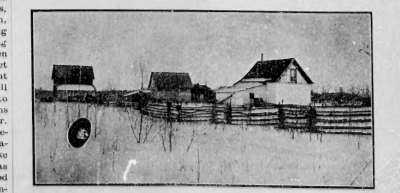
At the name of the Isle in the western seas with the rose on her breast of June.

And it's O for a glimpse of England, and the buds that her garden yields.

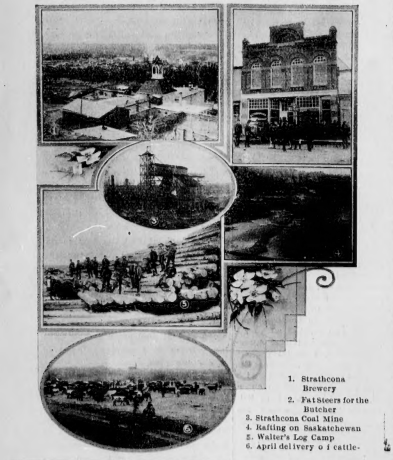
The delicate scent, where the hedges wind, and the shimmering green of her fields.

The roll of her downs, and the hull of her streams, and the grace of her dew-drenched lawns.

And the calm of her shores where the Waters wash rose-tinted with her



F. Sache's House, One of First in Strathcona.



It is the company of which Mr. Clark is the head that are the manufacturers of the Clark Hydraulic Gold dredge, which is to be used this summer on the Saskatchewan. On the evolution of this machine, capable of digging and washing the gold from immense quantities of river deposits at a nominal cost, the problem which has in the past attracted the attention of so many mining engineers, was successfully solved.

Then it was found that heretofore despised gravel containing only a few cents in gold per yard, could be made to pay handsomely, and that thousands of miles of river beds and their surrounding fields presented possibilities hitherto unthought of.

But the promoters were not acting blindly in selecting the Saskatchewan as the location of their Canadian operations. Having determined to enter the field, the operating company, known as the Northern Dredging Company, have secured its expert from one end of the country to the other in search of dredging territory. After choosing a site, a trench three feet deep, and after it is made by running through lots of one cubic yard each and extract-

STRATHCONA.

The Gateway to the Mackenzie and Peace River basins. What Winnipeg was and is to the prairie provinces, Strathcona is and will be to the west, extending to the North and West of her.

The ideal city for home or business. Beautifully situated and destined to become famous for its picturesque. The city is commanding attention—because of its industrial advantages.

Because of its healthfulness. Because of its energetic progressive men. Because of its railway facilities, its fuel supply, its timber resources, its agricultural surroundings, its equable climate, and its splendid prospect for future greatness.

FACTS ABOUT STRATHCONA

Strathcona has a population of 10,000, ten years ago it had less than 100.

Strathcona was incorporated as a city in March, 1907.

Strathcona has its own Waterworks, Sewerage, Electric Light and Power Systems.

Strathcona has an excellent Fire Department and Telephone Service.

Strathcona has an inexhaustible supply at its very door. In fact the city is built on a coal bed.

Strathcona has never had a boom, its growth has been normal, steady and consistent with its location and natural advantages.

Strathcona has the most reasonable living prices of any city in the West.

Strathcona has a system of schools unsurpassed in efficiency and equipment in Western Canada.

Strathcona will have the Province University, with which will be affiliated several colleges.

Strathcona has seven religious denominations established in the city. Strathcona has an elevation of 2198 feet above the sea level, and enjoys the finest climate in the world.

Strathcona is the market for the finest mixed farming area in the Canadian West.

Strathcona has unexcelled railway facilities and will shortly be served by three transcontinental lines: The Canadian Pacific, The Canadian Northern, The Grand Trunk Pacific, and several branch lines to the city are already projected.

Strathcona has three mills with an elevator capacity of 400,000 bushels. Strathcona has a large brewery which serves as a market for the barley grown in the district.

Strathcona has three wholesale meat markets.

Strathcona has an up-to-date tannery and leather factory.

Strathcona is one of the largest sawmills in Western Canada. The cut last year was sixteen million feet. Several portable mills are operated which do custom work.

Strathcona has two brickmaking plants with a combined capacity of fifteen million bricks per year.

Strathcona has a large foundry and machine shop, turning out all kinds of work in brass and iron.

Strathcona has a large saw and door factory doing up-to-date work in its several lines.

Strathcona has two newspapers. The Chronicle, daily and weekly, and the Plaindealer twice a week.

Strathcona has coal mining carried on within the city limits.

Strathcona has natural gas of fine quality within her borders.

Strathcona is the nearest deal city of the last great west.

Strathcona stands at the gateway to the Mackenzie and Peace River basins.

Strathcona offers special advantages to the manufacturer, wholesaler, investor and farmer.

CITY OFFICIALS.
Mayor, N. D. Miller; Aldermen, J. J. McKenzie, J. J. McFarlane, R. A. Hubert, G. H. Elliott, W. E. Rankin, H. H. Crawford.
Secretary-treasurer, G. F. Thomas.
Chief of Fire Department, Geo. M. Grant.
Chief of police, H. Patterson.
City Engineer, A. J. McLean.
Board of Trade Officials, President, C. W. Marriott, Vice-president, Dr. Fuller, Treasurer, A. M. Fuller.
Comptroller, S. O.'Brien, H. Duncan, W. H. Sherman, D. Bush, J. W. White, J. M. Poulton, Dr. A. Archibald, A. Pearson.
Secretary, James Weir.

Not A Boom Town.

It is a fact that no one can gainsay that the position of Strathcona among Western cities is unique in this regard, that she is not now, and never has been, a boom town.

It is quite true that this city has advantages that might with becoming modesty have been made known to the outside world, and it is no reflection on anyone in particular to say that all has not been done that could have been done, or that should have been done, to place the merits of the municipality before those interested in the Canadian West.

One result of this lack of aggression

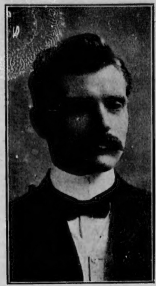
on the part of the citizens has been to create the impression, particularly in the minds of that all too large a portion of the population of the West with whom speculation in values has become a mania, that Strathcona was "slumpy" and some carrying critics, predisposed to the use of abstract terms, have applied to it the term "dead."

It is quite true that this city has not set flowing the same copious streams of printers' ink as many Western towns of greater pretension and smaller merit. It is quite true that this city has been on the even-temper of her way, and has not been either by the success of rivals or the complaints of some of her own citizens; confident, in so far as the majority of her people were concerned, that some day her own would come to her. It seems to us that that day is about to dawn. The fever of speculation all over the West is giving place to careful investment, embracing as its most important essential the element of permanency. If Strathcona has not made many men rich in a night, neither has it embarrassed its credit, involved itself in impossible undertakings, nor placed itself, in the eyes of an era of hard times, in a position of hopeless bankruptcy.

We know of more than one city in the West, the very name of which has been heard throughout the land, that is awakening to the folly of it, and whose sane, sensible and sub-

Dr. L. L. Fuller.

L. L. Fuller, D.D.S., was born and raised in the hills of Grand Pre, Nova Scotia, in the family of Evangelists. His parents removed to Truro when he was a small



boy, and then he received his early education in the Truro County Academy. After taking a course in dentistry at

Grand Trunk Pacific.

President's Statement at Shareholders' Meeting

There are several points in the speech of Sir Charles Rivers Wilson, president of the Grand Trunk at the bi-annual meeting of the shareholders of the company in London, of which full reports have now come to hand that are worthy of attention.

A large part of the speech of the Grand Trunk president was devoted to Grand Trunk Pacific plans and prospects. "What chiefly interests our company," he said, "is that the road passing through the Western country—that is, the Grand Trunk Pacific road—should be as quickly as possible placed in communication with the Grand Trunk lines in Ontario and Quebec. There are two points where contact will be established. One is at Fort William, the head of Lake Superior. The connection will be established at Fort William with our line by a branch which is called the Lake Superior branch. It passes through a rather wild country of 200 miles. It connects with the Government portion of the road at a place called Lake Superior Junction. From Lake Superior Junction to Winnipeg a distance of 245 miles, the Gov-



Some Strathcona Churches.

ward, but owing, as I said, to the delay on the part of the contractors I am not so hopeful as I was. In the meantime, we understand, the elevators all along the line are absolutely gorged at the present time with grain. What the prospects of the harvest may be for this year is impossible to say at the present time, but so far, the conditions are not otherwise than favorable; but whether the harvest is better or worse than the bountiful ones which we have had during the last few years, it is satisfactory to know that a cording to estimates, about twenty per cent. more grain land will come under cultivation this year than last year, so that even if the harvest is less plentiful than it was last year, probably the deficiency will be made up by the increased acreage under cultivation.

Canada's Expenses.

(Collier's Weekly).

Canada is beginning to realize some of the responsibilities of greatness. She is finding that it costs money to run the government of a grown-up country. The supplementary estimates for the fiscal year ending March 31, 1908, amounting to \$10,941,558, raise the total estimates for the year to \$116,631,677. In view of the fact that Canada does not have to maintain an army, a navy, a pension system or a diplomatic service,

he Government of the United States, to not counting the Post Office, as lately as the year before the Spanish War, when the United States had seventy million people, Canadians have the satisfaction, however, of knowing that their national expenses are a good deal less than those of New York City, which has only two-thirds the population of the Dominion. Canada spent only \$55,612,833 in 1904 and \$63,210,683 in 1905. Her budget has more than doubled in four years, and although her population has been increasing in the same time it can hardly have grown at any such rate as that. The enormous increase in expenditures on domestic matters, which has subjected the Government to bitter criticism from its political opponents, offers small inducement to Sir Wilfrid Laurier to add new burdens in the shape of contributions to Imperial armaments.

The appropriations made by the late "two-billion-dollar Congress" at Washington even including the enormous outlays on the army, navy, and pensions, amounted only to about twelve dollars per head of the population of the United States. Canada's budget is about nineteen dollars per head.

Strathcona's New Collegiate Institute.

stantial citizens have for some time been crying "Hail."

If Strathcona has had no boom she has at least escaped a tumble to build up every stranger who came within her gates.

If her values have not been inflated beyond all reason, neither have the cost of living, nor rents nor taxes nor other expenses of living become exorbitant.

If her policy has been one of fire and let, that fact will do no harm now that an era of greater aggressiveness is being ushered in.

When it is remembered, that the city has been for years, in a measure, overshadowed by a real city of greater size and infinitely less regard for what is fair, just, and equitable, the wonder is that we have attained our present progress and maintained our present wealth; but there need be no mourning for the future. The loyalty of her citizens and their confidence in her future are the chief needs, at this hour, of Strathcona. These we believe she has in abundance, and with united action on the part of all her future prosperity is assured.

The city has passed the experimental stage, and must not be considered in the same class as the new towns which are springing up all over the West. We do not for one moment wish to be understood as having any feeling of satisfaction for the loyalty of the citizens of any other centre on the prairies. We believe to have it put on record as our view that the success of the West means solid success to Strathcona, and a large view of information and no opinion that are not at the command of even the humblest village in the country. The point we wish to make, however, is that with a substantial city of over 3,000 people established, with abundance of fuel, timber, power and water at hand, a surrounding country unsurpassed for productiveness on the continent, and with its commanding position and railway facilities, there is every inducement for the citizens in general to talk Strathcona at every opportunity.

Two weeks ago a prominent C.P.R. official expressed the opinion that the city would have 10,000 of a population in three years, and it is the intention of that company to devote its engineering energy to the advancement of the place; and the memory of man goes not back to the time when the C.P.R. was behind any city that did not make good.

The Provincial University has been established, and in its wake will come the normal school, the high school, colleges and schools, and these will mean much for the future of the city.

Philadelphia and after practicing his profession for one year at Glace Bay he came west and settled in Strathcona where he opened an office. Seeing the bright prospects ahead of this city he abandoned his practice and entered into partnership with his brother in the real estate business, in which he is meeting with marked success.

Austin M. Fuller.

Austin M. Fuller was born at Hantsport, Nova Scotia, and educated at the public schools of Truro, Nova Scotia, and Acadia College, Hortonville, N. S., and Mount Allison College, Sackville, N. B.



He spent one year in the Royal College of Dental Surgeons in Toronto, but left College to come west in 1904.

Mr. Fuller roughed it for a year or two as a freighter and storekeeper, after which he opened up a real estate office in Strathcona, where he conducts a large and lucrative business.

contract are at present working on the road, but I am sorry to say the contractors have been very slow in the performance of their work and I am afraid that there may be a greater delay than was anticipated. The completion of this section of the road is of the greatest importance. As regards the Lake Superior branch, the work is well advanced, and there is no doubt it will be completed in the course of the present summer. Going westward from Winnipeg, work is progressing speedily between that city and Edmonton—a distance of 290 miles—and there is no doubt that that portion of the road will be completed this year, but possibly not quite as soon as we expected in consequence of the scarcity of labor, but we shall get through to Edmonton some time this year. I have little doubt. The delay of the contractors in completing their portion between Winnipeg and Lake Superior Junction may somewhat postpone the obtaining of a junction with our road. When navigation is open the grain and other freight will be brought down to Fort William and be taken across the lake to our numerous ports on the Georgian Bay and there connect with our road. During the close of navigation the freight will go by the main road which you will see on the map running direct from Winnipeg in the direction of Quebec.

THE NORTH BAY BRANCH

In order to obtain access to the Grand Trunk a branch will be built connecting the transcontinental road with North Bay. We must establish a branch running from North Bay which is the northernmost point of our system. Surveys have been completed for the construction of the road, but it is necessary for us to take the work in hand until the Government are more advanced with their work across that country. Some little time will, therefore, probably elapse before the Grand Trunk is into direct connection with the Grand Trunk Pacific by means of the North Bay branch. On the other hand, I shall, within a short period I hope to be able to communicate by navigation with the Grand Trunk Pacific route. The directors of the Grand Trunk Pacific and managers have not been apprehensive with the ordering of the necessary equipment, and no less than 2,500 cars had been delivered the end of last year, and a further large number have been contracted for. We were hopeful that we should be able to carry a certain amount of this harvest this year from Edmonton and Winnipeg east-



Hon. A. C. Rutherford.

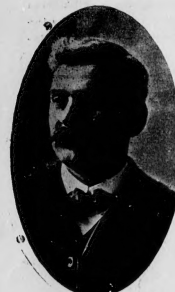
Mrs. Alexander Cameron Rutherford, Premier of Alberta and Minister of Education, was born in Carlton Place, Ontario, of Scottish parents. He graduated from the Public and High schools of his native county, and from McGill University in 1881, B. A. and B. C. L. Studied law in Ottawa, in the office of the present Secretary of State, Hon. R. W. Scott. Came to Strathcona in 1902, when he was elected



to the legislature of the North West Territory in the Liberal interest, and in his first session was chosen Deputy Speaker. On the establishment of the province he was chosen Premier, with the departments both of Education and the Provincial Treasury under his charge. The Premier has always taken a deep interest in the city of his adoption and has had much to do with its progress and stability. He is a Baptist in religion, and married in 1888 Miss Mattie Birken, a lady of the highest culture and most charming personality.

Dr. Wilbert McIntyre.

Dr. McIntyre was born at Rosedale, Victoria County, Ontario; his father a Scotchman and his mother of English descent. He was educated at the public schools of his native county and at Owen Sound



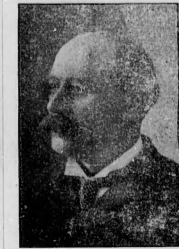
Collegiate Institute, from which he graduated into Toronto University, where he took his degree of M. D. The doctor has had his experience at teaching, a profession out of which have graduated so many of Canada's distinguished men. The doctor settled in Strathcona in 1902 and built up a large and lucrative practice. He was elected to Parliament in April, 1906, in the Liberal interest. The doctor is a past president of the Strathcona Board of Trade and the Northern Alberta Medical Association.



James Weir, Secretary Board of Trade.

Orlando Bush, Past President of the Board of Trade.

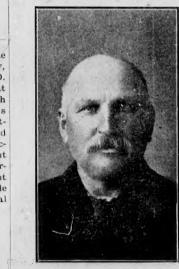
Orlando Bush is the son of a United Empire Loyalist father, and an Irish mother, and was born at Kemptville, Ontario, in 1852. He received his education at the public and high schools of his native town and engaged in the occupation of farming. Mr. Bush was one of the pioneer cheese makers of Eastern Ontario, and had much to do in placing that great Canadian industry in the important position it holds in the markets of the world. During his residence in Ontario, Mr. Bush took an active part in the public affairs of the province in general and of his own county in particular. He was a member of the Township Council of Oxford for five years, De-



puty Reeve for three years, Reeve for three years, and Warden in 1888, of the United Counties of Leeds and Grenville. He was elected to the Legislative Assembly of Ontario in 1890 and again in 1894, coming to Alberta in 1898. In 1904 he was the Conservative candidate for Strathcona. After farming in the Strathcona district for some years Mr. Bush removed to the town and opened a Real Estate, Loan and Insurance office, in which he conducts a large and profitable business. Mr. Bush takes an active interest in the affairs of the city, and in 1905 filled the position of President of the Board of Trade.

Fred Sache.

Fred Sache was born in Perth, Ontario, in 1849, and moved with his parents to Vermillion, Ontario, when a mere boy. He attended the public schools in that city and afterwards learned the printing trade and worked at the Spectator in Mr. Sache's office of Alex. Larson. He left the latter place in 1874 to join a surveying party under his uncle, the late Francis H. Lynch-Staunton, who was commissioned by the Dominion Government to lay out a section of the North West. In 1874 Mr. Sache came to Fort Edmonton and remained for some months trading with the Indians, returning East. The adventurous life



of a trader appealed to him so much so that in 1878 he took up his residence permanently here and home-stayed a quarter section, on a part of which this city now stands. Mr. Sache is one of the city's best known, and prosperous citizens.

G. W. Marriott, President of the Board of Trade.

G. W. Marriott, President of the Board of Trade, was born in Toronto and educated at the public and high schools of that city. He entered the service of the Bank of Commerce at the age of 19 at Toronto, and by his aptitude and attention to business secured rapid promotion. He has served the com-

pany at Sarnia, Simcoe and Dundas, and was promoted to the management of the Strathcona branch about two years ago. Under his direction the business of the branch has shown a re-



markable increase and has become very popular.

Mr. Marriott takes a deep interest in military affairs, having belonged to the Queen's Own for nine years. After coming west he joined the cavalry, and at the present time holds the rank of lieutenant in the Canadian Mounted Rifles.

Mr. Marriott is a member of the Church of England and is chairman of the building committee. He is also on the finance committee of the Strathcona Club, of which he is an active and popular member.

Mayor Mills.

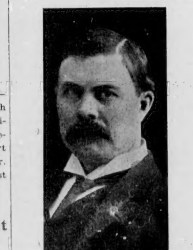
Nelson Darius Mills, Mayor of Strathcona, was born in Essex County, Ontario, and educated at the public schools of that county and at St. Thomas Collegiate Institute, from whence he graduated into Toronto University. He studied law at Osgoode Hall and practiced for some years in the Queen City until 1897, when he came to Strathcona



in private affairs, and last November was elected Mayor of the city. His administration has so far been one of alertness and aggressiveness.

Ex-Mayor Sheppard.

W. H. Sheppard was born at Whitby, Ont., and educated at the public schools of that town. He came west when a very young man and went to British Columbia, but soon returned to Alberta and lived for a time at Banff, Camrose and McLeod. He came to Strathcona in 1894 and has lived here ever since.



Mr. Sheppard, familiarly known as Shep., is one of the most public spirited and energetic of Strathcona's citizens, and has filled the highest position in the gift of the corporation with the utmost satisfaction.

A Retrospect and an Outlook.

The following is a revision of an article which appeared in a recent magazine under the title "Where Romance is Crowded by Commerce."

Men who are wise in the meaning of words tell us that the name Canada is derived from the Spanish word, Aca-naha, which means, "Here is nothing." This gives us the Spanish view point. "A few aspects of snow," were the disdainful words with which a haughty Bourbon monarch dismissed the subject a few centuries ago. This gives us the French conception. What the Englishman thought was slow of expression. He knew in a vague way that west of the waters of Winnipeg were millions of alluvial acres awaiting the plowman and the plow. But he was busy with his investments in South Africa and the Argentine.

In the meantime restless millions, bound for an indefinite country called "The Frontier," crowded through Castle Garden to the iron lands of the middle-western states. Prayers were blocked off into townships, sections and quarter sections; and the nation builders claimed them. New cities sprang up in a day; territories became states; Indians were crowded back; their reservations thrown open to the white man. Still the restless millions came and still they pushed westward until, when finally the waters of the Pacific were reached, "The Frontier" vanished.

In 1900 an American who had seen something of the business of empire building crossed by the forty-first parallel to the silent, hooded prairies of Western Canada. He looked about him and what he saw inspired big thoughts. "This land," he declared, "is going to be a vast field of wheat. It is worth more than are the untold gold mines of the Yukon. It will make Canada great and rich beyond dreams."

The announcement heralded a new frontier, which a Yankee newspaper man in a happy phrase, a little later designated, "The Last West." Off in London the conservative Briton began to read of a new trek. His periodicals informed him that the greatest wheat fields on the American continent lay west of Winnipeg and north of latitude forty-nine; that Canada held one hundred and seventy million acres of rich, black, waxy land; that shrewd American farmers were rising like locusts before the line and taking possession of the Imperial plains above. Next he investigated; finally he came.

The population of Canada in the year 1900 was the same as the population of the United States in 1800, but this century is to be Canada's. Such is Laurier's prophecy; and the progress of the first six years gives ample earnest of its accuracy. The spirit of Canada's present development is commercial—the spirit of the Anglo-Saxon.

Winnipeg is called the Chicago of Canada, but it is a fact that today Winnipeg exceeds Chicago and Duluth as a wheat shipping centre. Manitoba produces 100,000 bushels of grain, and as yet only ten per cent of her lands are taken up. Carefully prepared government statistics prove that Manitoba's average yield

of wheat for more than twenty years is twenty-one bushels to the acre, of oats, forty-two, and of barley thirty-one.

The spirit of commercialism works itself out in the laying of railroad tracks, in the building of cities, in spreading fields of wheat, in elevators and freight steamships. Yet the spirit of the land was once not commercialism, but romance.

Ten years ago few men went into this Hudson Bay region except trappers seeking a hardy livelihood in the barter of peltries with the Company, that hoary monopoly of centuries which held under royal seal, the right to trade along those quiet ways. North of the Canadian Pacific Railway was the Hudson's Bay world, a world of adventure, of chance, of dreams and dangers.

Fearing the mystery and cold of this north land, the western Canadian pioneers kept to the South and settled near the boundary line. This gave impulse to Regina, Moose Jaw, Calgary and Lethbridge, and established them as cities of the South. But when it became known that the climate to the North was tempered by warm Chinook winds, that the soil was rich beyond comparison, the great wave of population broke its barriers and poured into the upper Saskatchewan Valley. The new Province of Alberta and the new Edmonton are the first great results of this movement.

It is romance still clings to these cities of the North. What is true of the one is true of the other. Standing on the broad well-lighted streets of Strathcona he recognizes that here we are in the mid-section of a three-chapter story of development. Strathcona is now in the cosmopolitan stage, taking herself seriously, realising her present prosperity, anticipating her future greatness, proud, rejoicing like a strong man to run a race. We look forward with her to an assured future of metropolitan greatness. This will be the third chapter, the chapter of realization. But there was also a first chapter, a chapter of romance, the last leaves of which are still to turn, and to the beginning of which we look back. The look jumps one more than one hundred years. Herford and short-horn drop out of the picture, and the bluen rovers in the old robes of the Hudson's Bay servant and the curious crew and bloodstock, red-sailed voyager and grim, taciturn Scot forgoth, and up in that northern fastness, shut out from the busy world of men, together they live and love and work out each his own destiny.

Yes, the romance clings to the land. Around the big log fireplace they still live over the story of the Red rebellion. The old Calgary trail, now the Strathcona main street, citizens point out to you the sedate figure of Tom Anderson, and tell you of the part he played in the early days of Strathcona.

Into the valley of the Saskatchewan is now flowing a stream of settlers from the States and from England, flowing full and strong, like the Peace River of the North. The new citizens know good land when they see it, and while under their hands grow fields white for the harvest, Strathcona is proclaiming herself a city in the making. The

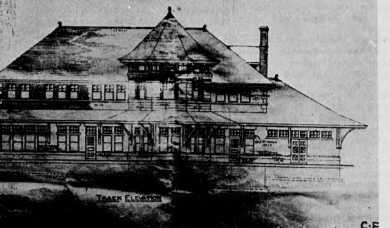
story of the early days of this town must inevitably follow the story of Winnipeg, Regina, Calgary and Moose Jaw, the story of all western Canada. The old trails are still to be seen, and steadily banks, business blocks, hotels, newspaper offices and railroad terminals start up with astonishing rapidity. And the resources supporting Strathcona are of the kind which will demand a steady growth of this centre. The rich acres of the famous valley, fat with the fullness of future harvests, flow out from the very doors of this city, and so long as wheat is wheat, Strathcona must grow.

The Canadian Pacific railway from east to west has 7,439 miles of track and this great steel spine of Canada cost over three millions. The Canadian Northern, with true railroad instinct, breeds and feeds new towns. The new Grand Trunk Pacific, with its sixteen surveying parties in the field, boasts that it will haul western grain next season, while "Juni" Hill runs up into his office to plan the route. The Yankees "discovered" Canada, and are making it what it is. In the matter of development the Englishman is doing his part. The immigration from the British Isles is increasing with each year. English capital is joining with American capital in the work of building big cities, and the British part in the serious work is being steadily played.

This year's population movement has been the greatest in the country's history. It stands as a monument to the ceaseless working of the government's immigration department, which authorities have decided to be the most perfect machine of its kind in the world. During the year ended June 30, 1906, the total immigration returns from the Dominion of Canada showed 189,064 arrivals, as against 146,206 in the previous twelve months. Of this total 85,793 came from British countries, 44,472 from Continental Europe, and 57,706 from the United States. Nearly four-fifths of these totals, it will be noted, speak the English tongue. It is the birth of a new, strong nation, a nation which will occupy and make western Canada.

Larger Canada is broad enough to allow for the absorption and assimilation into its corporate body of all kinds of people who are honest and intelligent and willing to work. There is opportunity for all. It was the Mormons of the Cardston district who discovered the possibilities of winter wheat. The Mannocks own the best horses in Canada. The Doukhobors made visible the arid lands of Sir Thomas More and Henry George, and from to-day the greatest co-operative commonwealth the world has ever seen. There are divers human factors entering into the national life of Canada, but in virility and numbers the product of the nations of Continental Europe is subservient to that of Great Britain and the United States.

It is not difficult to identify in Canada the work of the men of two nations, men and grandsons of the same old mother, England. Here (Continued on subsequent page)



Strathcona's New Station.

The C.P.R., fully alive to the needs of Strathcona in the way of station accommodation, are having erected a building which will be a credit to the city. As will be seen from our illustration, the new depot when completed will be a very handsome structure. It is to be a substantial and commodious building of brick and stone, and in general appearance and design resembles the C.N.R. station in Edmonton. The total length will be 134 feet 6 inches and the width 39 feet. It will be two storeys in height, the division of

spaces being located on the second floor. On the ground floor will be located the baggage room, women's waiting room and lavatories, ticket and telegraph offices, general waiting room, smoking room and men's lavatories, and express room. The building will be heated with steam throughout and lighted with electricity. A concrete walk six hundred feet long will be laid between the station and the track. The contract call, for the completion of the work by September 1st.

EARNSLIFFE

Strathcona's Ideal Subdivision Par Excellence

Just across the river from Edmonton, commands a splendid view of that city and is only one mile from both main streets of Strathcona and Edmonton.

First time offered for sale. Will quadruple present value inside of one year. All 50 feet lots

PRICES:---FROM \$250 TO \$350 PER LOT

TERMS--One-quarter cash, balance 6, 12 and 18 months, or \$10.00 per lot per month, without interest. Now is the time to get in on the most beautiful subdivision ever offered for sale in this vicinity.

We also secure for you Business sites, Factory Sites, Coal Lands, Houses and Farms. Sole agents for the Norwood and other estates.

BANKERS IMPERIAL BANK OF CANADA. CORRESPONDENCE AND CALLS SOLICITED.

EDMONTON REAL ESTATE CO.

EDMONTON, ALTA.

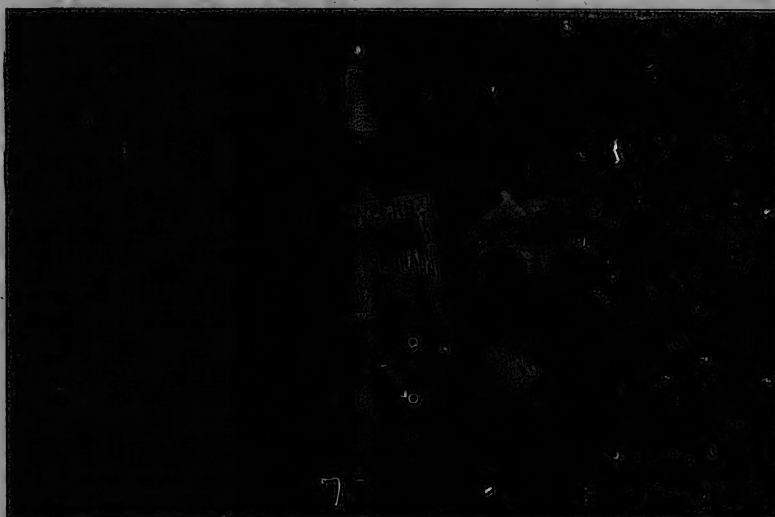
P. O. BOX 414

PHONE 299

A Retrospect and an Outlook.

Continued from preceding page.
old animosities are being formed, the possibilities of which students of sociology are not slow to read. The conservation of the Briton acts as a governor to the quick initiative of the less cautious American. Each aids and abets the other.

But in the working out of the problem is still another vital element which must not be overlooked if one would know the forces responsible for the plastic growth of this wonderful west. The native born Canadian knows the conditions to be faced. The Englishman, on the other hand, comes to Canada somewhat handicapped. Frequently he spends three or four futile years trying to square the plain and the foothills with Pall Mall and Bond Street. The American, too has his United States ideal, which does not always fit into his new environment. But the Canadian is to the manner born. He recognizes the conditions surrounding him. The problems of development are his inheritance. He is close of kin to the men who followed John Smith into the Virginias and to the offspring of those same pioneers who later forced their way through the Bad Lands of the Dakotas into rich fields beyond. He combines the good qualities of Englishman and American, with the faults of neither.



Grown in a Strathcona Garden.

WATCH THE YOUNG CITY GROW WESTWARD

Sole agents in Strathcona for Earncliffe addition, overlooking Edmonton. (See advt. Edmonton Real Estate Co.)

Lots in block 177 at \$700.
Lots in Hazledan at \$100, \$150 and \$175.
Lots in Garneau Estate at \$500 and \$550.

We have the very best investments in the city.
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J. A. CONNELLY & CO.

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Hon. A. C. Rutherford. Orlando Bush, Past President of the Board of Trade.

John Alexander Cameron Rutherford, Premier of Alberta and Minister of Education, was born in Carleton Place, Ontario, of Scottish parents. He graduated from the Public and High schools of his native county, and from McGill University in 1881, B. A. and B. C. L. Studied law in Ottawa, in the office of the present Secretary of State, Hon. R. W. Scott. Came to Strathcona in 1902, when he was elected



to the legislature of the North West Assembly in the Liberal interest, and in his first session was chosen Deputy Speaker. On the establishment of the province he was chosen Premier, with the departments both of Education and the Provincial Treasury under his charge. The Premier has always taken a deep interest in the city of his adoption and has had much to do with its progress and stability. He is a Baptist in religion, and married in 1888 Miss Mattie Birkett, a lady of the highest culture and most charming personality.

Dr. Wilbert McIntyre.

Dr. McIntyre was born at Rossdale, Victoria County, Ontario; his father a Scotchman and his mother of English descent. He was educated at the public schools of his native county and at Owen Sound



Collegiate Institute, from which he graduated into Toronto University, where he took his degree of M. D. The doctor has had his experience at teaching, a profession out of which have graduated so many of Canada's distinguished men. The doctor settled in Strathcona in 1902, and built up a large and lucrative practice. He was elected to Parliament in April, 1906, in the Liberal interest. The doctor is a past president of the Strathcona Board of Trade and the Northern Alberta Medical Association.



James Weir, Secretary Board of Trade.

Orlando Bush is the son of a United Empire Loyalist father, and an Irish mother, and was born at Kewville, Ontario, in 1852. He received his education at the public and high schools of his native town and engaged in the occupation of farming. Mr. Bush was one of the pioneer cheese makers of Eastern Ontario, and had much to do in placing that great Canadian industry in the important position it holds in the markets of the world. During his residence in Ontario, Mr. Bush took an active part in the public affairs of the province in general, and of his own county in particular. He was a member of the Township Council of Oxford for five years. He

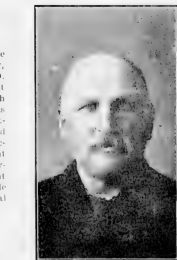


made a considerable increase and has become very prominent. Mr. Marriott takes a deep interest in public affairs, having belonged to the Queen's Own for nine years. After coming west he joined the cavalry, and at the present time holds the rank of lieutenant in the Canadian Mounted Rifles. Mr. Marriott is a member of the Church of England and is chairman of the building committee. He is also on the finance committee of the Strathcona Club, of which he is an active and popular member.

Fred Sache.

Fred Sache was born in Perth, Ontario, in 1819, and moved, with his parents to Vermilion, Ontario, when a mere boy. He attended the public schools in that city and afterwards learned the printing trade and worked at the Spectator in that city. Mr. Sache removed to the latter place in 1871 to join a surveying party under his uncle, the late Francis H. Sache-Stanouton, who was commissioned by the Dominion Government to lay out a section of the North West.

In 1874 Mr. Sache came to Fort Edmonton and remained for some months trading with the Indians, returning East. The adventurous life



of a trader appealed to him so much so that in 1878 he took up his residence permanently here and home-stayed a quarter section, on a part of which this city now stands. Mr. Sache is one of the city's best known, and prosperous citizens.

G. W. Marriott, President of the Board of Trade.

G. W. Marriott, President of the Board of Trade, was born in Toronto, educated at the public and high schools of that city. He entered the service of the Bank of Commerce at the age of 16, and at Toronto, and by his aptitude and attention to business secured rapid

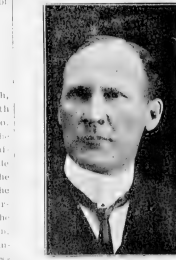
promotion. He has served the company at Barrie, Simcoe and Dundas, and was promoted to the management of the Strathcona branch about two years ago. Under his direction the business of the branch has shown a re-



markable increase and has become very prominent. Mr. Marriott takes a deep interest in public affairs, having belonged to the Queen's Own for nine years. After coming west he joined the cavalry, and at the present time holds the rank of lieutenant in the Canadian Mounted Rifles. Mr. Marriott is a member of the Church of England and is chairman of the building committee. He is also on the finance committee of the Strathcona Club, of which he is an active and popular member.

Mayor Mills.

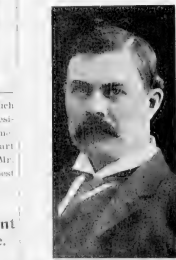
Nelson Jarvis Mills, Mayor of Strathcona, was born in Essex County, Ont., and educated at the public schools of that county and at St. Thomas College Institute, from where he graduated into Toronto University. He studied law at Osgoode Hall and practiced for some years in the Queen City until 1897, when he came to Strathcona



Mr. Mills always took a deep interest in public affairs, and last November was elected Mayor of the city. His administration has been one of efficiency and aggressiveness.

Ex-Mayor Sheppard.

W. H. Sheppard was born at Whitby, Ont., and educated at the public schools of that town. He came west when a very young man and went to British Columbia, but soon returned to Alberta and lived for a time at Banff, Camrose and Melville. He came to Strathcona in 1894 and has lived here ever since.



Mr. Sheppard, familiarly known as Shep, is one of the most public spirited and energetic of Strathcona's citizens, and has filled the highest position in the office of the corporation with the utmost satisfaction.

A Retrospect and an Outlook.

The following is a revision of an article which appeared in a recent issue under the title "Where is the Future of Strathcona?"

Men who are wise in the meaning of words tell us that the name Canada is derived from the Spanish word, "Canahua," which means, "Here is nothing." This given us the Spanish view point. "A few arpents of snow," were the disdainful words with which a haughty Bourbon monarch dismissed the subject a few centuries ago. This gives us the French conception. What the Englishman thought was slow of expression. He knew in a vague way that west of the waters of Winnipeg were millions of alluvial acres awaiting the plowman and the plow. But he was busy with his investments in South Africa and the Argentine.

In the restless millions, found for an indefinite country called "The Frontier," crowded through Castle Garden to the free lands of the middle-western states. Prairies were blocked off into townships, sections and quarter sections; and the nation builders claimed them. New cities sprang up in a day; territories became states; Indians were crowded back, their reservations thrown open to the white men. Still the restless millions came and still they pushed westward until, when finally the waters of the Pacific were reached, "The Frontier" vanished.

In 1900 an American who had seen something of the business of empire building, crossed the forty-year-old frontier to the silent, hooded prairies of Western Canada. He looked about him and what he saw inspired big thoughts. "This land," he declared, "is going to be a vast field of wheat. It is worth more than are the unmined gold mines of the Yukon. It will make Canada great and rich beyond dreams." The announcement heralded a new frontier.

On in London the conservative British began to read of a new trek. His periodicals informed him that the greatest wheat fields on the American continent lay west of Winnipeg, and north of latitude forty-nine; that Canada held one hundred and seventy million acres of rich, heavy land; that shrewd American farmers were rising like locusts below the line and taking possession of the imperial plains above. Next he investigated; finally he came.

The population of Canada in the year 1900 was the same as the population of the United States in 1800, but this century is to be Canada's. Such Laurier's prophecy, and the progress of the first six years gives ample earnest of its accuracy. The spirit of Canada's present development is commercial—the spirit of the Anglo-Naxon.

Winnipeg is called the Chicago of Canada, but it is a fact that today Winnipeg exceeds Chicago and Duluth as a wheat shipping center. Manitoba produces one year one hundred and fifteen million bushels of grain, and as yet only ten per cent of her lands are taken up. Carefully prepared government statistics prove that Manitoba's average yield

of wheat for more than twenty years is twenty-one bushels to the acre, of oats, forty-two, and of barley thirty-one.

The spirit of commercialism works itself out in the laying of railroad tracks, in the building of cities, in spreading fields of wheat, in elevators and freight steamboats. Yet the spirit of the land was once not commercial, but romantic.

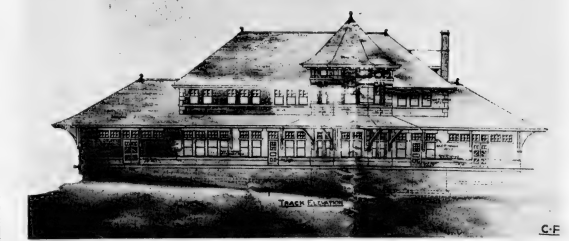
Ten years ago few men went into the Hudson's Bay region except trappers seeking a hardy livelihood in the barter of peltries with the Company, that hoary monopoly of centuries which held under royal seal, the right to trade along those quiet ways. North of the Canadian Pacific Railway was the Hudson's Bay world, a world of adventure, of chance, of dreams and dangers.

Fearing the mystery and cold of this north land, the western Canadian pioneers kept to the South and settled near the boundary line. This was the land of the future, the land of the North was tempered by warm Chinook winds, that the soil was rich beyond comparison.

The great waves of population broke its barriers and poured into the upper Saskatchewan Valley. The movement of the great results of this movement still clings to these cities of the North. That is true of the one is true of the other. Standing on the broad well-lighted stage of Strathcona he recognizes that here we are in the midst of a three-chapter story of development. Strathcona is now in the cosmopolitan stage, taking herself seriously, realizing her present prosperity, anticipating her future greatness, proud, exulting like a strong man to run a race. We look kind in the future forward with her to an assured future of metropolitan greatness. This migration returns from the Dominion of Canada showed 180,000 arrivals, as against 140,000 in the previous twelve months. Of this total 83,791 came from British Columbia, 44,472 from Continental Europe, and 57,706 from the United States. Nearly four-fifths of these totals, it will be noticed, speak the English tongue. It is the birth of a new, strong nation, a nation which will occupy and make western Canada.

Large Canada is broad enough to allow for the absorption and assimilation into its corporate body of all kinds of people who are honest and intelligent and willing to work. There is opportunity for all. It was the Mormons of the Canadian district who discovered the possibilities of winter wheat. The Monroes own the best horses in Canada. The Doukhobors made visible the arid deserts of St. Thomas. More and Henry George, and from today the greatest co-operative commonwealth the world has ever seen. There are diverse human factors entering into the national life of Canada, but in virility and numbers the product of the nations of Continental Europe is subservient to that of Great Britain and the United States.

It is not difficult to identify in Canada the work of the men of two nations, sons and grandsons of the same old mother, England. Here (Continued on subsequent page)



Strathcona's New Station.

The C.P.R., fully alive to the needs of Strathcona in the way of station accommodation, are having erected a building which will be a credit to the city. As will be seen from our illustration, the new depot when completed will be a very handsome structure. It is to be a substantial and commodious building of brick and stone, and in general appearance and design resembles the C.N.R. station in Edmonton.

The total length will be 134 feet, 6 inches and the width 35 feet. It will be two stories in height, the division of

ices being located on the second floor.

On the ground floor will be located the baggage room, women's waiting room and lavatories, ticket and telegraph offices, general waiting room, smoking room and men's lavatories, and express room.

The building will be heated with steam throughout and lighted with electricity. A concrete with six hundred feet long will be laid between the station and the track.

The contract call for the completion of the work by September 1st.

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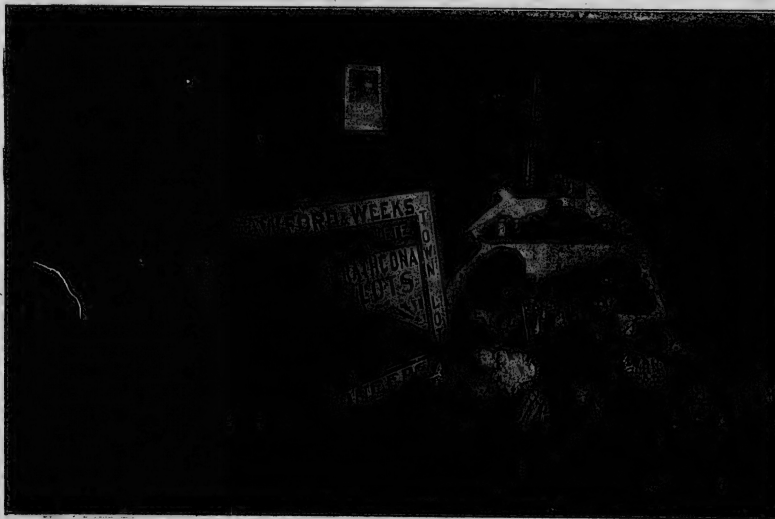
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A Retrospect and an Outlook.

Continued from preceding page.
old animosities are being formed, the possibilities of which students of sociology are not slow to read. The conservation of the Briton acts as a governor to the quick initiative of the less cautious American. Each aids and abets the other.

But in the working out of the problem is still another vital element which must not be overlooked if one would know the forces responsible for the plastic growth of this wonderful west. The native born Canadian knows the conditions to be faced. The Englishman, on the other hand, comes to Canada somewhat handicapped. Frequently he spends three or four futile years trying to square the plain and the foothills with Tall Mall and Bond streets. The American, too has his United States ideal, which does not always adjust to his new environment. But the Canadian is to the manner born. He recognizes the conditions surrounding him. The problems of development are his inheritance. He is close of kin to the men who followed John Smith into the Virginia and to the offspring of those same pioneers who later forced their way through the Bad Lands of the Dakotas into rich fields beyond. He combines the good qualities of Englishman and American, with the faults of neither.



Grown in a Strathcona Garden.

WATCH THE YOUNG CITY GROW WESTWARD

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The Valley of the Saskatchewan.

FRANKLIN J. SPENCER,
IN CANADA WEST.

The Mississippi is the largest river on the American continent. The Saskatchewan is next in size. These two statements at once challenge further comparison. The Mississippi valley extends in a broad of population and furnishes immense natural transportation facilities through a valley only equalled in fertility and potential productivity by that in which are located the great corn and cotton states of the Republic.

The settlement, the bringing under cultivation, and the modernizing of the Mississippi valley were essential to the greatest agricultural enterprise of the nineteenth century in the Republic of America. Identical transformation in the Saskatchewan valley is the agricultural and industrial undertaking in the free democracy of Canada.

The work of the nineteenth century was strenuous in the extreme, for people brought to this work of such magnitude no experiences of former gigantic conquests, no lessons learned from others' labors, but as the needs of the hand demanded the brain was busy with invention. But not so are the conditions surrounding the settlers in the Saskatchewan valley. Every device of modern ingenuity is readily available to bring the land under crop, to harvest it, to transport and market the produce and to build homes.

The backbone was the chief element of transportation in the days of the settlement of the Mississippi valley, but the automobile is frequently met on the prairie trails in these first days of the settlement of Saskatchewan. The difference indicated by these two means of travel is a mark of the relative difference that will distinguish the nineteenth century modernizing of the Mississippi valley from the century century evolution in the Saskatchewan. That was the time of our fathers and grandfathers, this is our time, it is our opportunity to build a country, a civilization, and we are confident of our ability to do this thing well.

Nor do we step farther out across the face of the earth when we turn our feet toward this great valley in the north, but rather draw nearer the throbbing heart of our mo-

ther race, nearer to Europe and England and London. Some idea of the location of this vast new land may be gained by a comparison of the relative positions of St. Paul and Prince Albert, a town on the upper central part of the Saskatchewan river, to Liverpool, which is the largest single receiving point of American produce in Europe. From St. Paul to Liverpool via the shortest route through Canada and out of Boston is 4,163 miles or out of Montreal a distance of 3,920 miles. From Prince Albert by the present round-about rail and ocean route to Liverpool the distance is 4,790, but a road is in process of building to Churchill, and the Governments of Alberta and Saskatchewan and the Dominion have under advisement if completion of another which places Prince Albert just 700 miles from the tide water and 3,290 miles from Liverpool or 1,200 miles nearer than is St. Paul. The completion of this new route will also bring Winnipeg, the commercial centre of the Canadian Northwest, 675 miles nearer Liverpool than she is now by the Montreal route.

Nor is it in the shorter distance to world's markets alone that the producer in the Saskatchewan valley has an advantage in transportation facilities over the resident of the Mississippi valley. The nature of the route is equally significant. Only 700 miles of the distance from Prince Albert to Liverpool is by rail, the expensive method of transporting freight, while nearly all the rest of the way it is possible to complete by river craft. The direction of the course of the Saskatchewan and the Nelson with their lakes also provides a natural gathering of rates by being navigable for hundreds of miles into the interior.

So far we have been speaking of the valley of the Saskatchewan, but on reference to the map of Canada the reader will see that in reality there are two valleys, that the Saskatchewan forks and spreads its tributaries over a veritable empire, the south branch being 1,700 miles, and the north branch 1,000 miles in length, thus making practically all of the prairie country of northern Saskatchewan and Alberta valley land. In the short examination of this magnificent valley we shall look more particularly at the main valley and that part of the country where the north and south branches of the Saskatchewan parallel each other for hundreds of miles.

If we computed the age of a country or district by the time since it

first became known to man the Saskatchewan valley would be one of the oldest areas in America, for its waters have been used by the Hudson's Bay Company for hundreds of years to bring out the furs that have been taken along the rivers and creeks tributary to the main course of the river, but measuring from the date when the land began to be brought under cultivation, and settlement to be installed, the valley is scarcely older than the present century. Its real discovery dates from the invasion of the Canadian West by Americans, Eastern Canadian and Europeans, following upon the depressed times of the early nineties. Simultaneously with this discovery and settlement, some places preceding, other places following, but after that young transportation giant, the Canadian Northern Railway Company pushed its steel across the country to the south, tapping the valley well on its eastern end, and valley of Saskatchewan L. L. parallel from two points the basin of the river, thus bringing the new settlements to the north into immediate connection with Winnipeg and thence south or east as inclination determined.

As an instance of the rapid settlement of the Saskatchewan valley country and the quick response of the south to tillage the Canadian Northerners was obliged six months after its inception to change its tri-weekly colonization service between Winnipeg and Edmonton, 927 miles, to daily, modern, richly equipped sleeping and dining cars.

This is an indication of the commercial development of the Saskatchewan valley, but the agricultural evolution is equally rapid and gratifying. I have on my desk now a letter from a friend, Ole Nelson, who went into the country east of Prince Albert a few years ago, in which he tells me of his 1800 crop. He says: "This year my oat crop yielded 150 bushels to the acre by weight of 34 pounds to the bushel. They are what we called the North Dakota Silver and the land where they grew had not been in it for three years previous. On first breaking, the land is rather rich, but after two or three crops of the same kind of grain the straw grows stiff enough to hold up the heaviest loads." In this valley also are grown hundreds of acres of wheat which yield fifty bushels and upward to the acre. On such a basis as this the relative returns from a grain farm in the Saskatchewan and a corn farm in the Mississippi can easily be calculated, the object had been chiefly to se-

duce the free quarters on the alternate sections of Government land usually below fifty cents, while wheat is dirt cheap if it reaches that level. Added to this is the additional cost of cultivating corn land and the tedious task of harvesting the crop. As between the two crops no one questions the advantages of growing wheat, when the yields are about equal.

Nor is this great country solely a grain growing area. In many places ranchers had pushed up the valleys and have been raising cattle for years where the low woods give shelter and the streams furnish water.

Some years ago I remember settlement was just beginning in the Saskatchewan valley. The pioneers were pushing their way into the back country along the tributaries of the main stream. Their venture was largely an experiment but they had evidence of foot after foot of deep prairie. Wheat, grain and peaches, high, the fat cattle of the rancher, and the sleek and buxom moose, elk and deer to vindicate their judgment that this immense country was capable of producing fabulous wealth. Men took their families and examined the soil beneath the sod. The examination was long, for in many places the rich alluvial silt, green down fifty feet and a hundred feet. "I have like the best of corn land at home," and back they went and talked about it to their neighbors, coming again with families, friends and equipment.

The spirit of cotton was upon the country. It seized the masters of transportation, and the railways stretched out to the far remote quarters, taking new settlers and bringing out the produce of the old. Within a twelvemonth an empire was in the building, the cotton of which will proceed with all future time.

As illustrating the movement of population to the Saskatchewan valley, in one day there drove over the bridge at Battleford, a town on the Canadian Northern Railway, one hundred and eighty wagons laden with settlers' effects bound for the country lying between the two main arms of the river. This, of course was an exception, but conservative estimates have placed the daily average of settlers bound in the same direction from Battleford at thirty for the entire month of 1900. In the first rush the object had been chiefly to se-

duce the free quarters on the alternate sections of Government land usually below fifty cents, while wheat is dirt cheap if it reaches that level. Added to this is the additional cost of cultivating corn land and the tedious task of harvesting the crop. As between the two crops no one questions the advantages of growing wheat, when the yields are about equal.

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populations have gathered immense industries have been created, wealth has abounded, learning, expanded cities have grown and the people become a power in the world.

Canada As Seen By English Eyes.

A striking pen picture of the Dominion appears in Canada, the widely read London publication, by Evelyn Cecil, the journalist. He writes:

New country is being opened up continually, but there seems always more to absorb the immigrants. The railways have brought up every ton of rails that the rolling mills in Canada will be able to turn out for months, and they are depleting the American and European markets, yet their requirements are only partially filled. Their progress would be faster but for the competing demands of other enterprises for labor. The value of the agricultural holdings is doubling and tripling itself. Town lots, in centres which half a dozen years ago were desolate prairie, fetch hundreds of dollars for each frontage foot. In Winnipeg two thousand dollars per frontage foot has been paid. Flour mills, elevators, breweries, meat-canning factories, cement works and a host of other industrial enterprises are springing up.

The entire movement is new. It is barely five years since the fact became generally known that winter wheat could stand the cold of Alberta. The country did not become accessible until the even more recent advent of the railways. The Canadian Northern line reached Edmonton only last year. The Grand Trunk Pacific will not be in there until next August, but the city already has eleven thousand inhabitants, and has become the principle centre of distribution for an area as big as Ireland.

For several seasons progress is more rapid than was the case in the west of the United States. The land upon the spot is generally richer and the pressure of over population in Europe is heavier. The journey across the Atlantic is easier. Owing to other lands are harder to procure. The population in the North American continent that can be drawn upon is no longer confined to sparse settlers in the eastern provinces and states, but includes the enormous English-speaking races of

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The American Stampede For Canada.

BY JAMES CREELMAN.

From advance sheets of Pearson's
Magazine for June.

They are going with a swing and song by scores of thousands, these sun-tanned, stalwart farmers—going from fat American farms in the brave Northwestern states over into the wonderful new wheat country of Canada—and they are taking children, money, cattle, wagons and cherished household belongings with them, hardly casting a glance behind at the dear old flag they leave to dwell under the ancient colors of a king.

There is romance and color and chivalry enough in this excited trooping of American multitudes across the northern frontier; and there is a thrilling sense of discovery, a feeling that something extraordinary in the way of courage and power is treading its way over the flat Canadian wilderness where those who have suffered the long, dismal winter can see the yellow summer surging of wheat and oats and barley while an army of railway workers fight desperately to complete the second great transcontinental line that is to span British America.

The sweep of it, the eager, tense, joyous swing of it, is as music to the souls of men and women who know the stern realities of life and want nothing but opportunity—glorious American continental world!—and the things that follow hard work and simple faith.

It is said that more than a hundred thousand Americans will settle in Canada this year and that next year the northward exodus from Iowa, Nebraska, Kansas, Illinois, Michigan, Minnesota, the Dakotas, Ohio, and even states as far east as Massachusetts, may reach the impressive proportions of two hundred thousand persons.

Do you realize the tremendous meaning of this movement? It can almost be expressed in dollars.

These are not ignorant and penniless hordes, stumbling carelessly into strange conditions. They are for the most part men with bank accounts, who ride in parlor cars—educated, trained American farmers, the kind of men who won the West from savagery and made the rose blossom on the prairie—small capitalists and proprietors who understand how to live and thrive in the mighty wheat plains of Western Canada.

The Canadian government privately caused an analysis of last year's American invasion to be made, and the result was astonishing. By counting up the declared value of money and effects carried into Canada by American settlers in 1905 from four states—Michigan, Montana, Illinois and Massachusetts—it was found that the average wealth brought across the border from these states was \$800 for each settler. This average for the four states amounted to a total of \$6,376,420.

As the number of Americans who crossed the frontier during the year was 282, the whole value of the possessions they took with them was approximately \$49,586,128.

Not only did last year's American settlers in Canada transfer \$49,586,128 in money and other movable property into Canadian territory, but, the economic value of an immigrant being not less than a thousand dollars, it is plain to see that the United States lost, and Canada gained, at least \$100,000,000 in last year's amazing migration.

J. G. TIPTON & SON.

An old reliable real estate firm of Strathcona is that of J. G. Tipton and Son. Everybody in Strathcona and elsewhere knows "Judge" Tipton, the senior member of the firm. Mr. J. G. Tipton gained this sobriquet when practicing law in Omaha, Nebraska. Mr. Tipton has a distinction of being the only American advocate in Canada, his legal learn-

ing and experience having entitled him to that honor. Eleven years ago Mr. Tipton came to Alberta, taking up a homestead out from Strathcona at Big Island. For four years he pioneered there and then sold his homestead at a good price and bought a farm at the forks of White Mud Creek, one half mile from the city limits. This farm he still owns and values it at \$2000 per acre; he paid \$11 an acre for it—an instance of how profitable an investment in farm lands near a rising western town may be. When Mr. Tipton came to Strathcona it was a small place of 800 inhabitants. He has seen it grow to be a city of importance and most remarkable has been his faith in that place.

Mr. Tipton has been very public spirited in advertising the advantages of Strathcona and has spent large sums of money in calling to the attention of probable investors in the American states the possibilities of this region. Many of his friends from Nebraska and other Nebraska centres he has induced to settle in Alberta. And most gratifying of all his faith in Strathcona and the district of Strathcona is today returning him the reward for all his abiding optimism.

With Mr. J. G. Tipton, senior, is associated his son, John W. Tipton. The firm have offices on Whyte avenue, in the business part of the city.

SOME GOOD BUYS.

2 lots Blk r6r, each.....	\$600	2 " " 132, "	\$1050
2 " " 160, "	\$575	small house	
2 " " 154, "	\$500	2 " " 39, "	\$500
5 " " 151, for	\$3000	2 1/2 acre lots Speedway \$250 each	
3 " " 150, "	\$4500	near Allendale Park.	
2 " " 143, each	\$700	One 10 acre lot Speedway \$1000	
2 " " 142, "	\$800	Suitable for market garden.	
one corner.		2 lots Whyte Ave. east each....	\$1000
		2 " " " west "	\$1500

Strathcona Real Estate Co.
Strathcona, Alta.

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Strathcona the University City.

**Official Announcement
Made April 13.**

The announcement on Saturday, April 13, that the Provincial University was to be located in Strathcona was received in this district with general approval.

The Strathcona district, having shown a consistent loyalty to Premier Rutherford and his party, is in consequence entitled to consideration from a purely party point of view as the logical location for the Alberta seat of learning. It is in close proximity to the seat of government. It is easily accessible by rail from all parts of the province. It is a city distinguished for its healthfulness and natural beauty. It is called after a man whose name is writ large on the pages of Western Canadian history, and above all it is the city which gave to the new province of Alberta its first Premier.

The location of the University here means much to Strathcona. Besides making it a point around which the future history of the province will centre, the fact of its being the intellectual Mecca of Alberta will mean much for the advertisement of the city throughout not only the Canadian West but the world at large as well.

The coveted plan was fought hard for by other places, especially Calgary, and every influence was brought to bear to secure its location in the southern city, but the Premier, who had generously given to other places—practically all they had asked, held fast for Strathcona, and prevailed in a spirit of fairness he was supported by Mr. Findlay, with the result all should be stated.

In its very nomenclature our city is destined to perpetuate a noble name. It can not do so more aptly than associating with it its native ground, the seat of learning of this beautiful province.

It took many long and arduous years in the older provinces before any advance was made along the lines of higher education. It seems but yesterday since these vast plains were the exclusive haunts of red men and buffalo. We would have seen a brave man indeed who half a century since would have dared prophesy that in the year of grace 1907 a legislative assembly with a full autonomy in a province carved out of the territory now comprising Alberta would be choosing a site for a univer-

sity. We have heard much of the little log school house of the older provinces and its function as the nucleus of the splendid system that commanded the admiration of educationalists at Philadelphia and Chicago and Buffalo and Paris and other exhibition points. We recall the old log school house with its backless benches and its seams of its floor of unmatched lumber, its windows that rattled with every breeze, its rugged playground where we played baseball when "two out all out" was the rule of the game, its solemn master who believed in the flogging idea that lickin' and larnin' were inseparable accompaniments to a boy's mental development; and making due allowance for the prejudice that makes the Briton in the blood hug the homestead, still we are free to admit that in the matter of progress along educational lines these infant provinces have left their older sisters far in the background.

The West is characterized as the land of opportunity. It is well that it is in the matter of intellectual attainment as in all else. The little school house on the plains is a noble proof of intellectual aspiration. Its grotesque outline has, for the eye of the thoughtful patriot, a grace and earnestness all its own, a purpose truly lofty in its apparent humility: a veritable temple of learning, with no remote idea of paltry ornament; devoted, in naked simplicity, to an idea which is its consecration and its beauty.

Well is it that on this firm foundation it is the purpose of our legislators to build a nobler superstructure so that the child of the settler there may be present at a grander opportunity than in the struggling years of the past.

**An Educational Centre
Soon.**

Strathcona's educational advantages and prospects with the establishment there of the Provincial University indicates that no place in Western Canada will be so attractive as a centre for learning. The city already possesses an excellent system of public schools, the foundation for higher educational work.

Strathcona and Edmonton at the present high rate of development will become populous centres and this condition will lead to the young city expanding into an educational centre much more rapidly than any other place in the Canadian Northwest. The students who will attend the university which will shortly be established in the city will find pleasant surroundings, living at moderate cost, and everything that goes to make residence pleasant and profitable.

To do justice to the Strathcona schools it must be written that, in efficiency and general equipment, they are unsurpassed by any in Western Canada. The little log house of 1892 with an attendance of about 550 pupils and employs fourteen specially trained teachers. School buildings of ample size and attractive design have been provided. A solid brick four roomed structure was erected in 1894; another, much larger, containing six rooms besides the assembly hall, library and laboratory, and costing about twenty thousand dollars, was erected in 1901; another, and still larger, costing thirty thousand, was erected in 1905; and in 1906, yet another school edifice was added to the list. These schools are fitted up with every modern convenience, have extensive libraries, and the high school provided with a well equipped science laboratory.

**Found Results Justified
Faith.**

With natural advantages that entitle it to a prominent place among the foremost cities in the province, the wonder is, that Strathcona, the sister city of the capital, has so long remained of diminutive proportions. During the last year the progress of the city has been all that its well wishers could desire. Besides having secured but recently its city charter, it has now been selected by the Provincial Government as the home of the university. With the many advantages that accrue from the latter, its proximity to the capital, C.P.R. terminals, round houses, admirable location for factories, and no doubt within a few years no less than four railways entering its limits, this baby city bids fair to become one of the most flourishing in the west. The Calgary press together with other publications in the Southern part of the province express hostility towards Premier Rutherford for selecting his home city for the University, but Strathcona pinned their faith to the Premier and the result shows that they were justified in so doing.

Edmonton Journal.

W. J. FRASER,
Dealer in
MEN'S BOOTS & SHOES
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Main St. South.

**Development of Peace
River.**

**Experimental Farm Will
Be Established.**

Fred S. Lawrence, of Fort Vermilion, in the Peace River country, who has been in Ottawa on several matters of interest to the north land, is in Edmonton on his way home. Mr. Lawrence has been placed in charge of the experimental farm which the Federal government will establish in Peace River next year. While in Ottawa, he also interviewed government officials upon the question of further dividing and subdividing the lands surrounding his home. The authorities have taken up the matter enthusiastically, and the township surveying will be continued with all possible speed. This will tend greatly to the more rapid development of this wonderful country, into which settlers are pouring each year, and to which thousands more have turned their eyes as the land to which they are looking forward to occupying as the country is served by railroads.

While in Winnipeg, Mr. Lawrence was interviewed by the Free Press. It says regarding the experimental farm: "Experimental work has been carried on up to the present time by private means, but this year the government is establishing an experimental station, to find out what can be done in horticulture and other lines, as well as in grain raising, and there will also be in connection with it a meteorological station. This is considered wise, to carry out experiments before the country is settled up, and find out what can be produced before the people come. Mr. Lawrence has been placed in charge of this work for three years. He says the department is very well satisfied with the work and will likely establish a permanent station. There has been much dispute throughout Canada as to the value of this district, and good opportunity will now be afforded of deciding. The question of wheat raising has been settled, some of the finest wheat in Canada having been raised in that district. Mr. Lawrence was able to tell Mr. Saunders, Dominion Superintendent of experimental farms, that No. 1 hard ripening in 86 days, having been sown on the 10th of May and harvested the 4th of August, the 25,000 bushels raised at Vermilion and 6,000 at Peace River crossing last year. Experiments are now being made with fall wheat, which it is believed will likely be successful on account of the uniform season covering the wheat from fall until spring. Many people, especially in eastern Canada, have been sceptical as to the Peace River country, looking upon it as being too far north to be of any value for grain raising but now a thorough test of its value will be made."

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The Brackman-Ker Milling Co.

This enterprising company first started business here in 1902. The confidence displayed by them in the future of Strathcona and faith in its agricultural district by the expending of large capital in the erection of substantial buildings has had the effect of attracting and encouraging capital and helped materially thereby in the advancement of the town, more especially in the early days.

The company's collection of splendid buildings are a credit to the firm and an ornament to the town, their towering mills and elevators being visible for many miles. The mill is a four storey brick structure on a stone foundation, fitted up with all the latest up-to-date machinery necessary for the manufacture of rolled oats and other cereal products, including oatmeal, pot and pearl barley, rolled and flaked wheat, granulated wheat, graham and whole wheat flour, etc. The daily capacity of the mill is 200 barrels.

Beside the mill is a mammoth grain storage tank, the only one of its kind in Canada, built of reinforced concrete. The circular walls of this tank rise to a height of eighty feet, and the peak of the roof is six feet higher.

The thickness of the walls is only about seven inches but embedded in the concrete is a net work of steel rods which add considerably to their strength. Vertical steel rods also add to the solidity of the structure. Outside the tank is a steel tower 120 feet high containing the elevating machinery, and a tunnel under the road gives a connection with the mill. The tank has a capacity of 110,000 bushels of grain, and cost about \$20,000.

Satisfied consumers of the company's goods are to be found as far north as the Yukon and the Arctic ocean, south to the United States boundary, east to Prince Albert and Regina and west to the Okanagan. Beyond this point west the same firm supply their many customers from their coast mills. At Leduc, Wetaskiwin, and other points in Alberta are to be found B. & K. elevators and their push and enterprise has resulted in their opening up a fine trade with Japan, Australia and China.

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Whyte Avenue

The high quality of this firm's products is attested by a bulletin issued by the Inland Revenue Department last fall giving the result of a test of samples of rolled oats and oatmeal gathered throughout the length and breadth of Canada. The samples analyzed included a two pound package of rolled oats manufactured at the B. & K. Co's mill in Strathcona and purchased in a local store. This sample out-distanced all competitors by far.

Mr. T. W. Lines is manager of the company in Strathcona, and much of the success of the business is due to his efforts. Mr. Lines is at present on a visit to Europe, and in his absence the management is in the capable hands of Mr. W. M. Hill, who has as his chief assistant Mr. Arthur Pierson.

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